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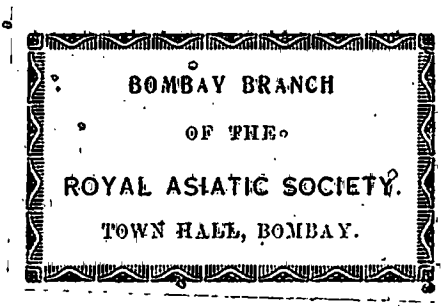

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REPORT

OF THE

BOMBAY CHAMBER OF COMMERCE

FOR THE

YEAR 1887.

PRESENTED TO THE ANNUAL GENERAL MEETING
HELD ON THE 25TH JANUARY, 1888.

133554

BOMBAY:
PRINTED FOR THE CHAMBER AT THE
BOMBAY GAZETTE STEAM PRESS, ESPLANADE ROAD.

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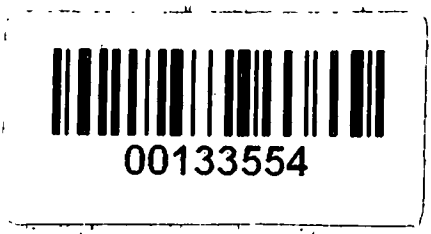

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Bombay Chamber of Commerce.

ESTABLISHED 22nd SEPTEMBER, 1836.

Honorary Members.

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A. H. CAMPBELL, Esq.
J. M. MACLEAN, Esq., M.P.
Colonel L. CONWAY-GORDON.

Members.

Messrs. ALDRIDGE, SALMON & Co.
" BATES (EDWARD) & Co.
" BENN, ASHLEY & Co.
" BLASCHECK (A.) & Co.
" THE BOMBAY COMPANY, LD.
" BREUL & Co.
" CRAIGIE, LYNCH AND OWEN.
" DREYFUS & Co.
" DÜRST & Co.
" EWART, LATHAM & Co.
" FINLAY, MUIR & Co.
" FORBES (C. H. B.) & Co.
" FORBES (SIR CHARLES) & Co.
" FRAMJEE, SANDS & Co.
" GADDUM, BYTHELL & Co.
" GLADE & Co.
" GRAHAM (W. & A.) & Co.
" GREAVES, COTTON & Co.
" KILLICK, NIXON & Co.
" KERR, TARRUCK & Co.
" KING, KING & Co.
" LANG, MOIR & Co.
" LATHAM, ABERCROMBIE & Co.
" LOCKHART (GEORGE) & Co.
" LYON & Co.
" MACDONALD (C.) & Co.
" MACKINNON, MACKENZIE & Co.
" NARANDAS RAJARAM & Co.
" OWEN & OKELL.
" PUNNETT & Co.
" RALLI BROTHERS.
" RICHARDSON AND CRUDDAS.
" RITCHIE, STEUART & Co.
" SASSOON (D.) & Co.
" SASSOON (E. D.) & Co.
" SAUQUET (F.) & Co.
Messrs. SHEPHERD & Co.
" SPINNER (E.) & Co.
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THE STANDARD LIFE ASSURANCE COMPANY.
THE SOUTH BRITISH FIRE AND MARINE INSURANCE CO. OF NEW ZEALAND.
THE NEW ORIENTAL BANK CORPORATION, LIMITED.
THE AGRA BANK, LIMITED.
THE BANK OF BOMBAY.
THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
THE CHARTERED MERCANTILE BANK OF INDIA, LONDON AND CHINA.
THE COMPTOIR D'ESCOMPTE DE PARIS.
THE HONGKONG AND SHANGHAI BANKING CORPORATION.
THE NATIONAL BANK OF INDIA.
THE G. I. P. RAILWAY COMPANY.
THE B. B. & C. I. RAILWAY COMPANY.
THE P. & O. S. N. COMPANY.
THE AUSTRO-HUNGARIAN LLOYD'S S.N. COMPANY.
THE RUBATTINO S. N. COMPANY.

RETIRING COMMITTEE.

The Hon'ble F. FORBES ADAM, C.I.E., *Chairman.*
C. T. MEILI, Esq., *Deputy Chairman.*
† Major W. S. S. BISSET, R.E. ..... } *Members.*
‡ F. DE BOVIS, Esq. ..... }
‡ J. G. RUSSELL, Esq. ..... }
S. D. SASSOON, Esq. ..... }
M. C. TURNER, Esq. ..... }

COMMITTEE FOR 1888.

The Hon'ble. F. FORBES ADAM, C.I.E., *Chairman.*
A. F. BEAUFORT, Esq., *Deputy Chairman.*
MAJOR W. S. S. BISSET, R.E. ..... } *Members.*
GEORGE COTTON, Esq. ..... }
A. PALLIS, Esq. ..... }
A. F. SIMPSON, Esq. ..... }
H. W. ULOTH, Esq. ..... }
JOHN MARSHALL, Esq., *Secretary.*

Mr. A. F. Beaufort, who was elected Deputy Chairman for the year, having resigned office on leaving for England in May, Mr. C. T. Meill was appointed Deputy Chairman, the vacancy on the Committee being filled by the appointment of Mr. S. D. Sassoon.

† Major Bisset having proceeded to England on 3 months' leave in July, Mr. J. M Sleator was appointed to act during his absence.

‡ Messrs. W. M. Macdonald and James Wallace, who were elected members of the Committee for the year, having retired in July-August on their leaving for Europe, Messrs. J. G. Russell and F. de. Bovis were appointed in their places.

PUBLIC HOLIDAYS.

Sanctioned by Government for the year 1888, *under Section* 25 *of Act XXVI. of* 1881, *entitled the "Negotiable Instruments Act,* 1881."

Holi	27th February	Monday	1 Day.
Jamshedi Naoroz	21st March	Wednesday	1 ,,
Easter	31st March and 2nd April	Saturday & Monday	2 Days.
Ramnavami	21st April	Saturday	1 Day.
Queen's Birthday	24th May	Thursday	1 ,,
Cocoanut Day	21st August	Tuesday	1 ,,
Gokul Ashtami	29th August	Wednesday	1 ,,
Ganesh Chaturthi	10th September	Monday	1 ,,
Parsi New Year's Day	17th September	Monday	1 ,,
Moharrum	18th September	Tuesday	1 ,,
Dassera	15th October	Monday	1 ,,
Dewali	3rd & 5th November	Saturday and Monday	2 Days.
Christmas	24th & 26th Dec.	Monday & Wednesday	2 ,,
New Year	31st December	Monday	1 Day.

HOLIDAYS UNDER CHARTER-PARTIES.

In accordance with the Resolution passed at a General Meeting of the Chamber of Commerce held on the 22nd July, 1881, the Committee of the Chamber beg to inform the Public that the following days have been fixed by them to be Holidays under Charter-Parties for the year 1888 :—

New Year	2nd January	Monday	1 Day.
Holi	27th February	Monday	1 ,,
Easter	30th March	Friday	1 ,,
Queen's Birthday	24th May	Thursday	1 ,,
Cocoanut Day	21st August	Tuesday	1 ,,
Gokul Ashtami	29th August	Wednesday	1 ,,
Pateti	17th September	Monday	1 ,,
Moharrum	18th September	Tuesday	1 ,,
Dassera	15th October	Monday	1 ,,
Dewali	3rd & 5th November.	Saturday & Monday	2 Days.
Christmas	24th & 25th Dec.	Monday & Tuesday	2 ,,

By order of the Committee,

JOHN MARSHALL,
Secretary.

Bombay Chamber of Commerce, 21st December, 1887.

RULES AND REGULATIONS

OF THE

Bombay Chamber of Commerce.

Revised and adopted down to the Annual General Meeting of the Chamber held on the 25th January, 1888.

I. THE object and duties of the Chamber shall be to encourage a friendly feeling and unanimity among commercial men on all subjects involving their common good; to promote and protect the general mercantile interests of this Presidency; to collect and classify information on all matters of general commercial interest; to obtain the removal, as far as such a Society can, of all acknowledged grievances affecting merchants as a body, or mercantile interests in general; to receive and decide references on matters of usage and custom in dispute, recording such decisions for future guidance, and by this and other means assisting to form a code of practice for simplifying and facilitating business; to communicate with the public authorities, with similar Associations in other places, and with individuals on all subjects of general mercantile interest; and to arbitrate between parties willing to refer to, and abide by, the judgment of the Chamber.

II. All persons engaged or interested in mercantile pursuits desirous of joining the Chamber, and disposed to aid in carrying into effect the objects of the same, shall be admitted Members by the vote of a majority of not less than two-thirds of those voting at a General Meeting, as provided for in Rule III.

III. One-fourth of the firms constituting the Chamber shall be held sufficient to form any General Meeting when the same has been regularly called together—one partner representing a firm; but two or more partners of one firm being present only to count as one Member of the Chamber. That seven clear days' notice shall be given before any resolution proposing changes in the Rules of the Chamber be brought forward, and that such notice be given in writing to the Secretary, who shall circulate it for the information of the Members of the Chamber.

IV. The Chamber reserves to itself the right of expulsion in case of need, to be decided at a General Meeting by a majority of three-fourths of the Members present at such General Meeting duly convened.

V. The subscription of each firm or Member of the Chamber shall be Rs. 15 per month, and the charge for a copy of each of the publications to Members be Rs. 15 per mensem.

VI. The affairs and funds of the Association shall be managed by a Committee of seven Members, consisting of the Chairman and Deputy Chairman of the Chamber and five Members. The Chairman or Deputy Chairman, as the case may be, shall be *ex-officio* Chairman of the Committee, and in their absence the Committee shall elect their own Chairman. Three to be a quorum.

VII. The following shall be the rules with respect to the election of the Committee:—

1. The Committee shall consist of seven Members, one of whom shall hold the office of Chairman, and another that of Deputy Chairman, of whom the two latter officers shall be elected by ballot.
2. A separate ballot for the election of Chairman and Deputy Chairman shall take place annually on different days, between the 1st and 20th of December in each year, as may be fixed by the then sitting Committee: the election of Chairman shall take place first. The new Committee shall take office on the 1st of January in each year, and continue to act until the 31st December following. Should any delay take place in the election of the new Committee, the retiring Committee shall hold office until the new Committee is formed.
3. In order that the various interests connected with the Chamber may be fully represented on the Committee, there shall be at least four Mercantile Members, and it is desirable that the remainder should severally represent the Banking, Railway, and Shipping interests.
4. Two members of one Firm shall not be on the Committee at the same time.
5. No Member of the Chamber shall give more than one vote for a candidate.
6. The Secretary of the Chamber shall circulate among the Members the names of all the gentlemen who are eligible for election, seven clear days before the election takes place.
7. The retiring Committee shall appoint two days, for the election of Chairman, and two days for the election of Deputy Chairman, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 6 P.M. on each day.
8. The voting shall be by papers signed by the Members and deposited in the ballot-box on the days appointed by the Committee.
9. The retiring Committee shall appoint two Scrutineers, who, at 6 P.M. on the second day of each ballot, shall open the box and declare the result.
10. Those who have the largest number of votes for the offices of Chairman and Deputy Chairman, shall be considered duly elected. In the event of the gentleman at the head of the list for the Chairmanship or Deputy Chairmanship refusing to act, or of both refusing to act, there shall be a fresh election for either or both offices.
11. In the event of an equality of votes preventing the due

election of either office-bearer, the Members of the Chamber shall vote afresh in the manner above laid down.

12. The remaining Members of the Committee shall be nominated by the retiring Committee, in conjunction with the newly elected Chairman and Deputy Chairman ; such nomination to be submitted to the Chamber at a General Meeting for confirmation.

13. In the event of a vacancy in the Committee, the remaining Members shall have the power of filling it up, unless it be a vacancy in the Chairmanship, which shall in all cases be the subject of a special ballot. A vacancy shall be considered *ipso facto* to occur if a Member remain absent from Bombay for more than two months.

14. Those eligible for seats on the Committee are partners in firms who are Members, or managers holding powers of attorney ; the officers in charge of Banking and Shipping establishments ; the representatives of Railway and Joint Stock Companies ; and those who are Members in their own right.

VIII. All questions before the Committee shall be decided by a majority, the Chairman having a second or casting vote in case of an equality of voters.

IX. The Committee shall meet on Friday, or on such other day as may be found by them most convenient, of every week, to receive and dispose of all communications and references, and to take under their consideration generally all matters embraced in the objects of the Chamber ; and their proceedings shall be laid on the table for the inspection of all Members, subject to such regulations as they may make.

X. General Meetings of the Chamber shall be held quarterly, and at such other times as may be decided upon by the Committee, for the purpose of discussing any measures of public interest which may arise, and the Committee of the Chamber shall be entrusted with the selection of subjects for discussion at such Meetings, and they shall give notice of the same to the Members at least three days before the Meeting. The Annual General Meeting shall be held in the month of January, on such day as the Committee for the time being shall direct, and seven days' notice shall be given of such Meeting. A Special General Meeting shall be called by the Chairman, or by his order, or, if there be no Chairman, by the Secretary, within seven days after the receipt of a requisition from any three Members of the Chamber, but a majority of Members qualified to vote at a Meeting shall be required to constitute such General Meeting. All General Meetings of the Chamber shall be advertised in the newspapers.

XI. The Committee are authorised to provide suitable accommodation for the meeting of the Chamber, to pay all expenses of the establishment, and to control generally the management of the affairs of the Chamber.

XII. All moneys or funds of the Chamber, as received, shall be paid into the hands of the Treasurer or Treasurers for the time being, and the same shall be available by cheques signed by the Chairman or in his absence by the Acting Chairman for the time being, and by

one other Member of the Committee; and an Auditor shall be appointed by the Members annually to audit the accounts of the Chamber.

XIII. A Secretary shall be appointed by a majority of Members in such way as the Committee for the time being may point out; and it shall be the duty of such Secretary to keep the records and accounts of the Chamber, to collect subscriptions, handing the same over to the Treasurer, to conduct correspondence, and to act generally under the directions of the Committee.

XIV. All the proceedings of the Committee shall be subject to approval or otherwise of General Meetings duly convened.

XV. Any stranger engaged or interested in mercantile pursuits visiting the Presidency may be introduced as a visitor by any Member of the Chamber inserting his name in a book to be kept for the purpose, but a residence of two months shall subject him to the rule for the admission of Members.

XVI. *Honorary Members.*—Gentlemen distinguished for public services, or eminent in commerce and manufactures, may be elected Honorary Members of the Chamber, and as such shall be exempted from paying subscriptions.

XVII. An Annual Report of the proceedings shall be made, and copies sent to the similar Associations in India, China, and elsewhere.

XVIII. The foregoing Rules shall be added to, or altered, only by a majority of Members of the Chamber.

XIX. The foregoing Rules shall be copied into a book, to be kept with the records of the Chamber, and shall be printed, and a copy delivered to each Member.

RULES FOR THE ELECTION OF PORT TRUSTEES.

Rules of the Chamber as to the manner in which the Elective Trustees of the Port shall be elected.

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the election takes place.
2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the election.
3. The Committee shall appoint two days, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 a.m. till 6 p.m. on each day.
4. Votes may be given either in person or through any one duly authorized by a member of the Chamber.
5. The Committee shall appoint two scrutineers who, at 6 p.m. on the second day of the ballot, shall open the Box and declare the result.
6. The candidates who have the largest number of votes shall be declared duly elected.
7. In the event of an equality of votes preventing the due election of any of the Trustees, the members of the Chamber shall vote afresh in the manner above laid down.
8. In the event of a casual vacancy or the temporary absence of a Trustee, the above course shall be followed in the appointment of a substitute.

COMMITTEES OF ARBITRATION.

Seeing it to be desirable that questions affecting the prevailing customs of trade in Bombay should be settled in such a way that the decisions arrived at may be properly recorded, and stand thereafter as precedents to regulate the settlement of similar disputes, it was decided by the Chamber, at a General Meeting held on 3rd August, 1880, to try and institute such a system as it might be hoped would attain this object. References to the Chamber shall be open to all persons; and if any question affecting, or subject to, the custom of the trade of Bombay be submitted, with the mutual consent of those interested, to the Committee of the Chamber, the latter will take it into consideration, and, if they consider it desirable, will appoint a Special Sub-Committee of Arbitration for its settlement under the following Regulations :—

1.—A Sub-Committee shall consist of three members, of whom at least one should belong to the General Committee of the Chamber.

2.—A record book shall be kept in which all details shall be entered both as to the questions in dispute, the decisions of the Committee, &c., &c. This book shall be open to all members of the Chamber.

3.—The Sub-Committee may refer to the General Committee for instructions on any point of difficulty.

4.—With the concurrence of those interested, the Sub-Committee may take counsel's opinion, or the evidence of experts, at the expense of the disputants.

5.—The Sub-Committee may decline to express an opinion on the plea that points of law are involved in the case.

6.—A unanimous opinion expressed by the Sub-Committee shall be at once communicated to the parties interested by the General Committee.

7.—Any member of the Sub-Committee dissenting from the conclusion arrived at by the other two may communicate his reasons for dissenting when the Report is handed in to the General Committee.

8.—An opinion given by the Sub-Committee from which dissent is expressed by any of the members shall be reconsidered by the General Committee.

9.—If, out of the General Committee, not less than three members consider that the expression of dissent is justified, the Sub-Committee may be asked to reconsider the case.

10.—If, on reconsideration, the opinion of the Sub-Committee remains unchanged, the decision shall be communicated to the parties interested by the General Committee.

11.—It shall be open to the General Committee to record, in such way as they may consider best, any cases which may be useful as precedents in establishing the custom of the Port.

12.—A fee of Rupees Thirty shall be payable to the Secretary of the Chamber by each of the parties to the Arbitration on filing their case, and shall be distributed as follows :—Rs. 15 to the General Funds of the Chamber, and the remainder equally among the arbitrators.

13.—In a laborious case, involving the taking of evidence and more than two sittings, the fees shall be fixed by the General Committee, and distributed in the proportions above indicated. Any extra expenses incurred shall be borne by the disputants.

RULES FOR SURVEYS AND ARBITRATIONS ON PIECE-GOODS.

As agreed upon with the Native Piece-Goods Merchants Association, 28th January, 1885.

I.—Buyer and seller to have the option of selecting either an European or a Native Surveyor.

II.—The Native Surveyors to be chosen from among the following gentlemen:—

Mr. Damodher Thackersey, of Messrs. Thackersey Mooljee and Sons.
„ Jairam Naranjee, of Messrs. Visram Mowjee and Co.
„ Purshotum Naranjee.
„ Ramjee Lukhmidas.
„ Karsondas Hulloo.
„ Purshotum Oodowjee.
„ Jewraz Dayal, of Messrs. Ghella Dayal.
„ Purshotum Govindjee, of Messrs. Damoder Haridas.
„ Jaitha Naranjee.
„ Ratansey Canjee.
„ Purshotum Govindjee, of Messrs. Bhanjee Gopaljee.
„ Kanjee Dharamsey.
„ Karamchand Callianjee, of Messrs. Ladha Callianjee.
„ Hemraj Canjee.
„ Morarjee Doongersey, of Messrs. Meghjee Govind.
„ Lakhmidas Bhimjee, of Messrs. Bhimjee Rowjee.
„ Jewram Vussonjee, of Messrs. Jugjeewan Govindjee.
„ Ramdas Bhanjee.
„ Chatoorbhooj Sewjee, of Messrs. Goculdas Sewjee.
„ Damodhur Cullianjee, of Messrs. Morarjee Callianjee.
„ Purshotum Cooverjee, of Messrs. Tricumdas Purshotum.
„ Purshotum Lakhmidas.
„ Mowjee Premjee Toolseedas.
„ Damodur Goculdas, of Messrs. Morarjee Goculdas & Co.
„ Nusserwanjee Bezonjee, of Messrs. Hormusjee Bezonjee.

III.—In the event of a dispute between Surveyors, the Surveyors to have the right, with the consent of their principals, to choose any umpire they can agree on.

But in the event of both principals not consenting, or in the event of the Surveyors not being able to agree together on an umpire, then the dispute must be referred to the Special Committee appointed by the Chamber of Commerce for purposes of arbitration.

IV.—This Special Committee will be composed of the following

gentlemen or others as the Committee of the Chamber of Commerce for the time being may select :—

The Hon'ble F. Forbes Adam, of Messrs. W & A. Graham & Co.
Mr. J. L. Symons, of Messrs. Finlay, Muir & Co.
" A. F. Beaufort, of Messrs. Lyon & Co.
" E. Miller, of Messrs. C. Macdonald & Co.
" R. B. Sedgwick, of Messrs. Killick, Nixon & Co.
" J. Thorburn, of Messrs. Sir Charles Forbes & Co.
" A Abercrombie, of Messrs. Latham, Abercrombie & Co.
" C. Douglas, of Messrs. Ritchie, Steuart & Co.
" A. Pallis, of Messrs. Ralli Brothers.
" H. A. Richardson, of Messrs. Wallace & Co.
" J. G. Russell, of Messrs. Benn, Ashley & Co.
" J. Y. Lang, of Messrs. Lang, Moir & Co.
" A. Ertel, of Messrs. Volkart Brothers.
" H. Curjel, of Messrs. Punnett & Co.
" J. P. Cornforth, of Messrs. Aldridge, Salmon & Co.

V.—The selection of arbitrators from this Special Committee will rest with the Committee of the Chamber of Commerce for the time being, one arbitrator being appointed to decide each appeal.

VI.—The fee for each arbitration will be rupees fifteen, of which Rs. 5 to be paid to the Chamber and Rs. 10 to the arbitrator, loser paying subject to the provisions of the rule following.

VII.—It is to be understood that in the event of it being proved to the satisfaction of Surveyors that the importing house had previously offered an allowance in settlement of the dealer's claim equal to, or more than, the allowance granted by the Surveyors, then the whole cost of the survey shall fall on the dealers. On the other hand, if it be proved to the satisfaction of Surveyors that the dealer had offered to accept an allowance equal to, or less than, the allowance decided on by the said Surveyors, then the whole cost of the survey shall fall on the importing house.

VIII.—The award of the umpire whether chosen by the arbitrators or appointed by the Committee of the Chamber is to be final, and his decision need not necessarily coincide with the opinion of either of the two previous arbitrators.

RULES AND REGULATIONS

For the Measurement by Callipers upon Exports from Bombay of Cotton, Wool, Hemp, and other Pressed Bales.

I. CALLIPERS shall from time to time be submitted to the Secretary of the Chamber of Commerce, and, if found correct, shall be branded with a stamp bearing the name of the Chamber, to indicate the same.

II. If, from use or otherwise, any Calliper should get out of order and be objected to, the party objecting shall send the Callipers to the Chamber for examination, and should the objection be valid, the Chamber's stamp shall be defaced by the Secretary. If, however, the objection is found to be groundless, the Secretary shall give a note to that effect, and the party objecting shall be bound by his decision.

III. Any Callipers found incorrect, and on which the stamp has been defaced, may be re-stamped after adjustment.

IV. No measurements shall be held good except such as are taken by Callipers bearing the Chamber's stamp.

V. Public Measurers shall be appointed under the authority of the Chamber of Commerce, and stationed at the different Bunders, to measure pressed bales of Cotton, Wool, Hemp, and other merchandise.

VI. A Fee, the amount of which shall in no case exceed half an anna per bale, but which may be regulated by the Chamber from time to time in order to meet the expenses of the necessary establishment, shall be levied on all bales measured by the duly appointed Measurers.

VII. No bales shall be measured without the production of the Custom House Pass bearing the endorsement of the Measurement Fee Clerk, to the effect that the Fee has been paid.

VIII. The Measurers shall measure not less than five bales in every hundred, ascertaining the length of the bale and the greatest width and depth over the lashings, and as near the centre of the bale as possible, but not over the knots.

IX. The Measurer shall give a Certificate of Measurement, which must accompany the bales to the ship or steamer, and shall furnish the Shipper with a copy thereof. This Certificate, which shall be retained by the ship, shall state—

The date and hour of measurement,	The name of the ship or steamer,
The number of the boat,	The number of bales,
The name of the tindal,	The marks of the bales,
The name of the shipper,	The measurement.

X. The Shipper shall, if required, in writing, give the Agent of the ship or steamer notice in writing, of the time when, and the name of the Bunder on which his bales will be measured, in order that the ship or steamer may be represented.

XI. The bales shall be alongside the ship or steamer within 36 hours after measurement, weather permitting, or the certificate shall be void, and the bales shall be re-measured on board, written notice, however, in

such case being given to the shipper, so that he may have the option of attending.

XII. The salaries of the Measurers, and all other expenses connected with this scheme of measurement, shall be paid by the Chamber from the Fee Fund raised under these Rules.

XIII. All matters pertaining to the measurement of Cotton, as defined above, including the appointment of the Measurers, the fixing of their salaries, the payment of the same, and the doing of all things necessary for a proper and economical working of the scheme, shall be placed in charge of the General Committee of the Chamber.

XIV. No refund of Measurement Fees shall be allowed for sums under one Rupee.

XV. No claim for refund shall be allowed, unless presented within one month from the date of vessel's departure.

GENERAL RATES OF COMMISSION.

Table of General Rates of Commission chargeable in Bombay, as revised by the Chamber of Commerce, and adopted at the General Meetings held on the 9th August, and the 31st of October, 1876.

IMPORT, EXPORT, AND GENERAL BUSINESS.

		Per Cent.
1.	On effecting insurance	½
2.	On settling insurance losses, whether partial or total, also on procuring return of premium, exclusive of commission on receipt of cash	2½
3.	On the sale or purchase of goods of all denominations (except as under)	5
4.	On purchases of all kinds with the proceeds of goods sold, and on which a commission of 5 per cent. has been previously charged	2½
5.	On the sale or purchase of ships, houses, and lands, of opium, and of diamonds, pearls, and jewellery of all descriptions ...	2½
6.	On the sale or purchase of treasure or bullion	1
7.	On the sale or purchase of cattle	5½
8.	On goods consigned which are disposed of by outcry or sent to a shop, on net proceeds	5
9.	On goods consigned and afterwards withdrawn, invoice cost ...	2½
10.	On guaranteeing the responsibility of persons to whom goods are sold on the amount of sale	2½
11.	On attending the delivery of contract goods to the Government or individuals...	2½
12.	On collecting house rent	2½
13.	On sale or purchase of private Bills of Exchange	1
14.	On effecting remittances by Bills of Exchange	1
15.	On exchanging Government Securities of all descriptions, or investing money therein, and on transferring Government paper from one constituent to another	½
16.	On surrendering or depositing in the Treasury Government Securities of all descriptions	½
17.	On recovering of bonds, or of bills for absentees overdue at the time of their being placed in the possession of the Agent	2
18.	On debts when a process at law by arbitration is necessary ...	2½
19.	On debts when recovered by such means	5
20.	On managing the affairs of the estate for an executor or administrator	5
21.	On recovering funds from a bankrupt estate	2½
22.	On guaranteeing bills, bonds, or debts in general, by endorsement or otherwise	2½
23.	On bills of exchange returned, noted or protested	1
24.	On granting and cashing letters of credit	2½
25.	On becoming security to Government or public bodies in any case	2½
26.	On depositing Government paper as security for constituents..	1
27.	On receipt or payment, at the option of the Agent, of all moneys not arising from proceeds of goods on which commission has been previously charged	1
28.	In cases where the debtor side of the account exceeds the creditor side, including the balance of interest, commission to be charged at the rate of	1

NATIVE CONSIGNMENTS. Per Cent.

29. The recognised rate of commission in England on the sale of consignments from Bombay shall be 2½ per cent., exclusive of brokerage and guarantee, and the same is added to the Scale of Commissions sanctioned by the Chamber.

SHIPPING BUSINESS.

30. On procuring freight 5

"When the freight is payable in sterling, the Commission shall be calculated on the sterling amount at the following rates for Bank Bills, viz., at the rate for 6 months' sight Bank Bills when the freight is by sailing ships, and at the rate for 3 months' sight Bank Bills when by steamers."

Brokerage, when actually incurred, shall be considered a legitimate charge in ship's accounts.

31. On collecting freight 2½
32. On tendering a vessel (if accepted) for the conveyance of troops; on the amount of the charter party 5
33. On shipping goods of every description on which no commission for the purchase has been charged 2½
34. On shipping treasure, bullion, and jewellery 1
35. On ship's disbursements when in funds 1
36. On ship's disbursements when not in funds 2½
37. On account of passage-money, whether the same passes through the Agent's hands or not 5
38. For executing orders to Charter or engage Tonnage in Bombay or at outports 2½
39. On realizing Bottomry Bonds or negotiating any loan on *respondentia* 2½
40. On landing and re-shipping goods from any vessel in distress, stranded, or wrecked, or on landing or selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned,—on the declared value of all such goods as may be re-shipped, and on net proceeds of all such goods as may be publicly sold ... 2½
    If Opium, Indigo, Raw Silk or Silk Goods 1½
    If Treasure, Precious Stones, or Jewellery ... ... ½
41. On moneys expended, *i.e.*, on all disbursements made in efforts to save Ship or Cargo 5
42. On ships leaving the Port in ballast which have been consigned inward, 6 annas per ton upon the English net registered tonnage.
43. On steamers leaving the Port in ballast which have been consigned inward, 8 annas per ton upon the English net registered tonnage.
44. On Ships leaving the Port in ballast which have been consigned inwards and outwards, 12 annas per ton upon the English net registered tonnage.
45. On steamers leaving the Port in ballast, which have been consigned inward and outward, Re. 1 per ton upon the English net registered tonnage.

Note applicable to Rates of Commission generally.—When the amount on which commission is payable is stated in rupees, the commission shall be calculated in that currency; and when in sterling at the rate provided for under Rule 30 of the General Rates of Commission which fixes the rate "on procuring freight."

SHIP FREIGHT INWARDS TO BOMBAY.
PAYABLE IN BOMBAY.

THE Resolutions passed at the Special General Meeting of the Chamber on the 22nd March, 1871, regulating the payment in Bombay of Freight Inward to Bombay, were, at the General Meeting on the 9th August, 1876, in consequence of the altered condition of Exchange, cancelled as on the 1st January, 1877, from which date payment will be regulated in conformity with the following Resolution :—

46. "That the conversion into Indian currency of sterling freight inward to Bombay, payable in Bombay, shall, unless otherwise stipulated, be made at the rate for Bank Bills on London payable on demand ; and that the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week."

SHIP FREIGHT OUTWARDS FROM BOMBAY.
PAYABLE IN BOMBAY.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 25th January 1888 :—"That the resolution passed by the Chamber on 31st October, 1876, regarding ship freight outwards from Bombay, payable in Bombay, be altered as follows :—That freight outward from Bombay, stated in sterling, payable in Bombay (in the absence of any stipulation in the shipping order or charter-party to the contrary), shall be converted into Indian currency at the rate for bank bills on London payable on demand ; and that the rate ruling at the close of a mail shall be the rate applicable for bills of lading presented during the subsequent week ; on difference of freight 4½ per cent. as customary in the case of sailing ships and 2½ for steamers being allowed as discount to cover cost of insurance and interest until the due date of the freight."

ANTE-DATING BILLS OF LADING.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July, 1881 :—

"That having considered the question of ante-dating bills of lading, either on dock receipts or for goods alongside, the Chamber is of opinion that such a proceeding is open to most serious objections and might involve grave responsibilities."

SHUT-OUT CARGO.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July, 1881 :—

"That in cases when shipping orders have been issued without any special stipulation in respect of shut-out cargo, the shipper, provided he has fulfilled the terms of his shipping order, shall have the right to demand a fresh shipping order in the first going vessel from the agent of the vessel that has failed to take in his cargo. If the latter declines or omits to grant this, that he should himself have the power to engage the necessary tonnage, and to claim on the said agent for any difference in freight or other expense to which he may have been put."

DETENTION OF CARGO BOATS ALONGSIDE VESSELS.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July, 1881 :—

"That while recognizing the grievance which exists, the Chamber is unable to recommend a remedy that would be mutually satisfactory to those interested."

TONNAGE SCALE AT BOMBAY.

OLD SCALE.

STEAMERS.

At the Annual General Meeting of the Members of the Bombay Chamber of Commerce, held on Tuesday, 8th October, 1872, it was proposed by G. A. Kittredge, Esq., of Messrs. Stearns, Hobart & Co., seconded by Thomas Wilson, Esq., of Messrs. Antrobus & Co., and carried unanimously :—"That the subjoined Scale and the accompanying Rules be taken to regulate the steamer trade from Bombay and the Malabar Coast to the United Kingdom and the Continental Ports in Europe, in the absence of special agreement to the contrary" :—

1. That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet and 16 cwt. dead weight to the ton.
2. That Hides and Skins, whether in bales or bundles, be taken by measurement and not by weight.
3. That Oil be taken on the outside measurement of the cask.
4. That when Freight is payable on weight, the same is to be on the net weight delivered.
5. That these Rules and the subjoined Scale come into force for steamers from this date—Tuesday, 8th October, 1872.

SHIPS.

At a General Meeting of merchants held in the offices of the Chamber of Commerce, Bombay, on the 6th of June, 1856, convened by Circular under the direction of the Committee of the Chamber, William Forsyth Hunter, Esq., Chairman of the Chamber, in the chair, it was proposed by Henry Scott, Esq., of Messrs. Finlay, Scott & Co., seconded by John Campbell, Esq., of Messrs. Campbell, Mitchell & Co., and unanimously carried :—"That from and after the 1st of January, 1857, the following amended Scale be taken to regulate the Trade from Bombay and the Malabar Coast to the United Kingdom, in the absence of special agreement to the contrary."

Proposed by James Fleming, Esq., of Messrs. W. Nicol & Co., and seconded by William Trevor Roper, Esq., of Messrs. Lawrence & Co.,

and carried unanimously:—"That the Freight on Oil be paid on the full gauge of the cask, ascertained at the port of discharge."

Proposed by Thomas Stock Cowie, Esq., of Messrs. Remington & Co., and seconded by John Parsons, Esq., of Messrs. Cardwell, Parsons & Co., and carried unanimously:—"That when Freight is payable on weight, the same is to be on the Net Weight delivered."

(Sd.) W. F. HUNTER, *Chairman.*

AT the General Meeting of the Bombay Chamber of Commerce, held on 22nd July 1881, the following Resolutions were passed:—

I. That the subject of the revision of the Tonnage Scale be laid before the next General Meeting, so that any member desiring the remeasurement of any particular article of export may have an opportunity of bringing forward his proposal by resolution.

II. That the General Committee be authorized to add new articles to the Tonnage Scale after testing them, notice being given to members by circular, and to the public by advertisement, of the time and place of such testing, and that such additions, before being formally entered in the Tonnage Scale, shall be sanctioned at a General Meeting of the Chamber.

III. That in any revision of the Tonnage Scale, which might be decided on by the Chamber, or any addition thereto, the present basis for ship and steamer tonnage shall be adhered to.

NEW SCALE.

AT a General Meeting of the Bombay Chamber of Commerce, held on the 20th of July 1883, the following Resolution was passed:—

That Rule I. prefixed to the Tonnage Scale be cancelled, and the following rule be substituted:—That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet to the ton but in no case to exceed 20 cwt. dead-weight.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Aloes, in kegs	40 feet.	...	16 cwt.
Alum, in bags	16 cwt.	...	20 ,,
Annato, in cases	40 feet.	...	50 feet.
Apparel	do.	...	50 ,,
Arrowroot, in cases ...	do.	...	50 ,,

Articles.	Steamers Old Scale.	Steamers New Scale.	Ships.
	To the Ton.	To the Ton.	To the Ton.
Assafœtida, in cases ...	40 feet.	...	50 feet.
Bajree, in bags	16 cwt.	18 cwt.	20 cwt.
Barilla	16 do.	...	20 ,,
Barley (in bags)	...	15 cwt.	...
Bees' Wax, in cases ...	40 feet.	...	50 feet.
Betelnut, in bags	13 cwt.	...	16 cwt.
Blackwood, in straight square logs	40 feet.	...	50 feet.
Do. otherwise ...	16 cwt.	...	20 cwt.
Bone meal and bone dust ...	...	20 cwt.	20 ,,
Bones, crushed, in bags ...	...	...	...
Do. loose	...	...	...
Books	40 feet.	...	50 feet.
Borax, in cases	do.	...	50 ,,
Do. in bags	16 cwt.	...	20 cwt.
Buffalo horns, in bundles ...	...	6 cwt.	8 ,,
Bullion	per cent.	...	per cent.
Camphor, in cases	40 feet.	...	50 feet.
Canes, Rattans, in bundles ...	13 cwt.	...	16 cwt.
Cardamoms, in bundles ...	40 feet.	...	50 feet.
Cassia Lignea, Fistula, and Buds	do.	...	50 ,,
Chasum	8 cwt.	...	10 cwt.
China Root, in cases ...	40 feet.	...	50 fee
Cigars	do.	...	50 ,,
Cinnamon, in bales... ...	...	...	6 cwt.
Do. in cases ...	40 feet.	...	50 feet.
Cloves, in cases	do.	...	50 ,,
Do. in bags or frazils ...	8 cwt.	...	10 cwt.
Coals	...	...	20 ,,
Cocoa, in bags	10 cwt.	...	12 ,,
Coculus Indicus, in bags ...	13 do.	...	16 ,,
Coffee, in cases	40 feet.	...	50 feet.
Do. in bags or frazils ...	12 cwt.	...	16 cwt.
Coir, in bales...	40 feet.	...	50 feet.
Do. in bundles or loose ...	5 cwt.	...	6 cwt.
Do. Rope, in coils ...	40 feet.	...	8 ,,
Colocynth, in cases ...	do.	...	50 feet.
Colombo Root, in bags ...	8 cwt.	...	14 cwt.
Copra, in robins	8 do.	...	12 ,,
Do. in bags	...	...	12 ,,
Coral, Rough (not specimen), in bags...	16 cwt.	...	20 ,,
Cotton Seed	...	13 cwt.	...
Cotton, in bales	40 feet.	...	50 feet.
Cowries, in cases	40 do.	...	50 ,,
Do. in bags	16 cwt.	...	20 cwt.
Cubebs	10 do.	...	12 ,,
Cummin Seed, in cases ...	40 feet.	...	50 feet.
Cutch or Terra Japonica, in bags or baskets, unscrewed.	13 cwt.	...	16 cwt.
Dates, wet	16 do.	...	20 ,,
Do. dry	13 do.	...	16 ,,
Dhall, crushed (in bags) ...	...	17 cwt.	...
Dragon's Blood, in cases ...	40 feet.	...	50 feet.
Ebony, square and straight ...	do.	...	50 ,,
Do. otherwise	16 cwt.	...	20 cwt.
Elephants' Teeth, in cases ...	40 feet.	...	50 feet.
Do. in bundles..	14 cwt.	...	18 cwt.
Do. loose ...	16 cwt.	...	20 ,,

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Fennel Seed	...	10 cwt.	...
Fenugreek or Methey Seed ...	...	17 cwt.	...
Flour	...	18 cwt.	...
Furniture.	40 feet.	...	50 feet.
Galingals.	10 cwt.	...	12 cwt.
Galls, in bags..	13 do.	...	16 ,,
Do. in cases	40 feet.	...	50 feet.
Ginger, dry, in cases ...	do.	...	50 ,,
Do. in bags ...	10 cwt.	...	12 cwt.
Gram (in bags)	15 do.	17 cwt.	20 ,,
Groundnuts, shelled ...	13 do.	...	16 ,,
Do. unshelled ...	...	6 cwt.	8 ,,
Gums, of all kinds, in cases ...	40 feet.	...	50 feet.
Gum Olibanum, in bags ...	13 cwt.	...	16 cwt.
Hurtall, in cases	40 feet.	...	50 feet.
Hemp, in screwed bales ...	do.	...	50 ,,
Do. loose or in bundles ...	5 cwt.	...	7 cwt.
Hides & Skins, in screwed bales	40 feet.	...	50 feet.
Do. loose and in small bundles.	do.	...	12 cwt.
Horns, Buffalo and Cow, loose	13 cwt.	...	16 ,,
Do. Deer, loose.. ...	6 do.	...	8 ,,
Horn Tips, of any kind ...	13 do.	...	16 ,,
Indigo, in cases	40 feet.	...	50 feet.
Jackwood	do.	...	50 ,,
Jowaree, in bags	16 cwt.	18 cwt.	20 cwt.
Lac Dye, in shells or cases ...	40 feet.	...	50 feet.
Lang, in bags	16 cwt.	18 cwt.	20 cwt.
Lang crushed (in bags) ...	...	17 ,,	...
Linseed, in bags	16 do.	...	18 ,,
Mace, in cases	40 feet.	...	50 feet.
Maize (in bags)	...	16 cwt.	...
Mother-o'-Pearl, in cases ...	do.	...	50 ,,
Do. in bags ...	16 cwt.	...	20 cwt.
Mowra Flowers	16 do.	18 cwt.	20 ,,
Mowra Seed, in bags ...	13 do.	...	16 ,,
Munjeet or Madder Root, in cases or bales...	40 feet.	...	50 feet.
Do. in bundles or bags...	8 cwt.	...	12 cwt.
Musk, in cases	40 feet.	...	50 feet.
Mussor, in bags	16 cwt.	20 cwt.	20 cwt.
Myrabolams, in bags ...	13 do.	...	16 ,,
Niger Seed	14 do.	...	17 ,,
Nutmegs, in cases... ...	40 feet.	...	50 feet.
Nux Vomica, in cases ...	do.	...	50 ,,
Do. in bags ...	13 cwt.	...	16 cwt.
Oil, of any kind, in casks ...	40 feet.	...	210 Im. gals
Oil-seeds—			
Castor Seed	14 cwt.	...	17 cwt
Teel or Gingelly Seed ...	do.	15 cwt.	...
Rape Seed	do.	16 ,,	...
Mustard Seed	do.	16 ,,	...
Opium	per chest.	...	per chest.
Paddy, in bags	13 cwt.	...	16 cwt.
Pepper, in bags	13 do.	...	16 ,,
Pimento	12 do.	...	14 ,,
Plumbago, in bags... ...	16 do.	...	20 ,,
Poppy Seed, in bags (1¼ cwt.)	14 do.	...	17 ,,
Do. double bags (1½ ,,)	13 do.	...	16 ,,

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Poppy Seed, single bags (1¼ cwt.).	14 cwt.	...	17 cwt.
Do. double bags (1¼ ,,)	14 do.	...	17 ,,
Rattans, in bundles ...	13 do.	...	16 ,,
Do. Ground	13 do.	...	16 ,,
Red Wood	13 do.	...	16 ,,
Rhubarb, in cases ...	40 feet.	...	50 feet.
Rice, in bags ...	16 cwt.	18 cwt.	20 cwt.
Safflower, in cases... ...	40 feet.	...	50 feet.
Do. in screwed bales ...	do.	...	50 ,,
Do. in bags	8 cwt.	...	10 cwt.
Sago, in cases	40 feet.	...	50 feet.
Sal Ammoniac, in cases ...	do.	...	50 ,,
Do. in bags ...	15 cwt.	...	18 cwt.
Salt	...	28 Indian maunds of 82⅔ lbs.	28 Indian maunds of 82⅔ lbs.
Saltpetre	16 do.	20 cwt.	20 cwt.
Sandal and Sapan Wood ...	11 do.	...	16 ,,
Sealing Wax, in cases ...	40 feet.	...	50 feet.
Senna, in bags	5 cwt.	...	6 cwt.
Do. in bales ...	40 feet.	...	50 feet.
Shells, Rough, in bags ...	16 cwt.	...	20 cwt.
Silk, in bales	8 do.	..	10 ,,
Do. in cases	40 feet.	...	50 feet.
Soap, in cases	do.	...	50 ,,
Sugar, in bags	16 cwt.	...	20 cwt.
Talc	16 do.	...	20 ,,
Tallow	40 feet.	...	50 feet.
Tamarinds	15 cwt.	...	18 cwt.
Tea, in chests	40 feet.	...	50 feet.
Timber, Teak : Square Planks and Poon ...	do.	...	50 ,,
Do. Round, one-fifth off ...	...	...	...
Tobacco, in bales	40 feet.	...	50 ,,
Tortoise Shells, in chests ...	do.	...	50 ,,
Turmeric, in bags	11 cwt.	...	13 cwt.
Tutenague	16 do.	...	20 ,,
Unrated Wood	11 do.	...	14 ,,
Weed Seed (in bags) ...	...	10 cwt.	...
Whanghees (*vide* Canes) ...	13 do.	...	16 ,,
Wheat	16 do.	18 cwt.	20 ,,
Wines and Spirits, in casks ...	40 feet.	...	50 feet.
Do. in cases ...	do.	...	50 ,,
Wool, in screwed bales ...	do.	...	50 ,,
Zedory	16 cwt.	...	20 cwt.

*** The Standard Ton at Bombay for Measurement Goods shall be taken at 50 cubic feet for ships.

SCALE OF LANDING CHARGES,

CHARGEABLE TO CONSIGNEES FOR THE LANDING OF GOODS.

Sanctioned by the Bombay Chamber of Commerce, at the Annual General Meeting of the Members held on the 30th of October, 1877.

[These rates are understood to be maximum rates and to cover landing, cranage, and delivery on the Bunder, but not Bunder Fee.]

ARTICLES.	How Charged.	Rs.	a.	p.
Almonds	Bag.	0	1	0
Alum	Ton.	1	4	0
Arrowroot	In moras of 1½ cwt.	0	2	0
Do.	In cases of 1 cwt.	0	2	0
Asphalte	Ton.	1	4	0
Assafœtida	Bag.	0	6	0
Beer and Porter	Hogshead.	0	8	0
Beads	Case.	0	5	0
Boilers	...	Special.		
Books	Ordinary Case.	0	5	0
Boots	Case.	0	5	0
Borax	Do.	0	5	0
Brassware (with cranage)	Ton.	1	12	0
Do. (without do.)	Do.	1	4	0
Brass Leaves	Case.	0	2	0
Bricks, Fire	Ton.	1	4	0
Bullion...	...	Special.		
Camphor	Case.	0	4	0
Do.	Tub.	0	1	6
Candles	Cwt.	0	3	0
Canvas...	Bale.	0	5	0
Cardamoms	Bag.	0	2	0
Do.	In cases of 2 cwt.	0	6	0
Carpets	Package.	0	7	0
Carriages	Each.	8	0	0
Cashewnuts	Bag.	0	2	0
Cassia	Case.	0	3	0
Cement	Ton.	1	12	0
Chalk	Do.	1	4	0
Chillies	Bag.	0	1	0
Cheroots	In cases of 10,000.	0	8	0
Clay, China, or Fire	Ton.	1	12	0
Cloves	Bag not exceeding 1½ cwt.	0	1	3
Cochineal	Case.	0	5	0
Cocoanuts	Bundle.	0	2	0
Coal (on the South of the P. & O. Co.'s Dock)	Ton.	0	12	0
Do. (on the North of the P. & O. Co.'s Dock)...	Do.	1	0	0
Coffee (in Bags)	Do.	1	8	0
Coir	In bundles of cwt.	0	1	0

ARTICLES.	How Charged.	Rs.	a.	p.
Copper and Yellow Metal (in Cases)...	Ton.	1	12	0
Do. do. (in Cakes or Slabs)	Do.	1	6	0
Copra	Bag.	0	1	0
Do.	Robbin.	0	2	0
Copperas or Sulphate of Copper ...	Ton.	1	12	0
Cotton, Full-pressed Bales	Bale.	0	5	0
Do. (Unpressed) in Docras and Half-pressed Bales	Cwt.	0	1	6
Crackers	Case.	0	4	0
Crockery	Cask or Crate.	1	0	0
Dates, dry (in Mats or Bags) ...	Cwt.	0	1	0
Do. wet (do. do.) ...	Do.	0	1	0
Drugs	Bag or Case.	0	5	0
Fishmaws and Sharkfins	Bag.	0	4	0
Flax	Bale.	0	5	0
Flour	Ton.	1	12	0
Fruits, dried (in Bags, &c.)... ...	Cwt.	0	1	0
Ghee	Dubber.	0	4	0
Ginger, dried	Case or Bag.	0	3	0
Glass, Window	Case.	0	2	0
Grain of all sorts	Bag.	0	1	0
Groundnuts	Do.	0	1	0
Gums (in Bags)	Cwt.	0	1	0
Gunny Bags	Bale.	0	6	0
Do. Bundles (Bundle of 50) ...	Bundle.	0	1	0
Haberdashery and Millinery ...	Small Case.	0	4	0
Do. do.	Large do.	0	6	0
Hardware (with cranage)	Ton.	1	12	0
Do. (without do.)	Do.	1	4	0
Hides (in pressed Bales)	Cwt.	0	1	0
Indigo	Case.	0	6	0
Ironmongery (with cranage) ...	Ton.	1	12	0
Do. (without do.) ...	Do.	1	4	0
Iron (Loose and in Bundles) ...	Do.	1	4	0
Do. Pig	Do.	1	0	0
Jaghery	Bag.	0	1	0
Jute	Bale.	0	5	0
Lashings	Do.	0	5	0
Lead Sheets	Ton.	1	12	0
Lead, Pig	Do.	1	4	0
Mace	Case.	0	3	0
Machinery (weight or measurement as per Bill of Lading)	In pieces under a ton, per ton.	1	12	0
Marble Slabs	Do.	2	0	0
Matches	Case.	0	5	0
Mats of sorts	Cwt.	0	1	0
Medicine	Case.	0	5	0
Millinery and Haberdashery ...	Small Case	0	4	0
Do. do.	Large do.	0	6	0
Nuts of sorts (in Bags)	Cwt.	0	1	0
Nutmegs (in Bags or Cases)... ...	Do.	0	1	0
Oils (in Casks)	Ton.	2	0	0
Oil (Kerosine)	Case.	0	1	0
Oilmanstores	Large Case.	0	3	0
Do.	Small do.	0	1	0
Paper	Bale or Case.	0	5	0
Do. China	Do.	0	3	0
Paint (in Oil)	Ton.	2	8	0
Pepper (in Bags)	Cwt.	0	1	0
Pianos	Each.	5	0	0
Piece Goods from Europe	Bale or Case.	0	5	0

* ARTICLES.	How Charged.	Rs.	a.	p.
Porter and Beer	Hogshead.	0	8	0
Quicksilver	Bottle.	0	3	0
Red Lead	Ton.	1	12	0
Rice	Bag not exceeding 1½ cwt.	0	1	0
Rope (with cranage)	Ton.	2	0	0
Do. (without do.)	Do.	1	8	0
Saffron	Case.	0	5	0
Safflower	Bag.	0	2	0
Saltpetre (in Bags)	Cwt.	0	1	0
Seeds, in Bags	Do.	0	1	0
Sharkfins and Fishmaws	Bag.	0	4	0
Shells (Mother-o'-Pearl), in Bags ...	Cwt.	0	1	0
Shellac	Case.	0	4	0
Silk, China	Bale.	0	6	0
Do. Pieces	Case.	0	6	0
Skins, Goat (in Bales or Bundles) ...	Cwt.	0	1	0
Spelter	Ton.	1	4	0
Spices, in Bags or Cases	Cwt.	0	1	0
Spirits, Wine and Beer, per dozen Quarts or 2 dozen Pints	Dozen.	0	1	0
Stationery	Package.	0	5	0
Steel (in Kegs and Loose)	Ton.	1	4	0
Sugar	Bag not exceeding 1¼ cwt.	0	1	3
Sulphur	Ton.	1	12	0
Tallow	Cask.	0	5	0
Tea	Half Chest.	0	1	0
Do.	Whole do.	0	2	0
*Tiles (Roofing and Flooring) ...	Ton	1	4	0
Timber, Logs and Squares	Ton of 50 C. Feet.	1	4	0
Do. Scantlings, Shingles, &c. ...	Do.	1	8	0
Tin Plates (in Boxes)	Ton.	1	4	0
Tobacco	Case.	0	4	0
Turmeric	Bag.	0	1	0
Tusks, Elephant	Bundle.	0	6	0
Do. do.	Piece.	0	2	0
Twist or Yarn	Bale.	0	5	0
Umbrellas	Case.	0	5	0
Vermilion	Do.	0	4	0
Wine and other Liquors	Hogshead.	0	10	0
Do.	Quarter-Cask.	0	5	0
Wool, Pressed	Bale.	0	5	0
Do. Unpressed	Bora.	0	8	0
Yellow Metal and Copper (in Cases).	Ton.	1	12	0
Do. do. do. (in Cakes & Slabs)	Do.	1	6	0

* Sanctioned at the Annual General Meeting of the Chamber held on 13th January, 1886.

ANNUAL REPORT.

THE Commitee have the honor to submit to the members the usual annual statement of the affairs and funds of the Chamber, together with a condensed report on the matters of chief interest which have been discussed and dealt with during their term of office.

The report is less voluminous than those presented at the termination of the past two or three sessions, several causes having combined to circumscribe both the number and extent of the subjects calling for the attention of the Committee. For one thing the course of business throughout 1887 has been quiet and uneventful, and there has been a marked absence of any 'burning question' as affecting mercantile interests, but the chief cause has undoubtedly been the comparative inaction of the legislative department of the Government of India. Not only have the new bills submitted for the opinion and criticism of the Chamber been few and in a commercial sense unimportant, but the several measures of weight and moment which were suggested or reviewed by the Committee of the previous year have made little apparent progress. The one exception—and to a large section of the trade it is an important one—is the

MERCHANDISE MARKS BILL.

The consideration of this measure, which is now before the Chamber under a reference from the Government of India, will be the first important matter to be taken in hand by the incoming Committee. Should it become law, it will doubtless be in a form that will embrace two very important questions extensively discussed a

year ago, viz., "A Legal Standard of Length" and the "False Stamping of Piece-goods."

At the last Annual General Meeting the members passed a resolution appointing a Special Committee to discuss the latter question in all its bearings, and especially to consider the Manchester memorial in favor of an appeal to the Government of India for special legislation, and report thereon to a subsequent General Meeting of the Chamber. The Special Committee—consisting of the Chairman, Mr. A. Abercrombie (Messrs. Latham, Abercrombie & Co.), Mr. Allan Arthur (Messrs. Finlay, Muir & Co.), Mr. A. F. Beaufort (Messrs. Lyon & Co.), Mr. A. Pallis (Messrs. Ralli Bros.), Mr. J. G. Smith (Messrs. Ritchie, Steuart & Co.), and Mr. M. R. Wyer (Messrs. Wallace & Co.)—met on 28th February, and, after a prolonged discussion, passed the following resolution :—

> "That it is not desirable to take further action for "the purpose of promoting legislation to deal with "the false stamping of Piece-goods."

In view of this decision, which was communicated to the members by circular, it was not considered necessary to convene a General Meeting of the Chamber. During the interval which has since elapsed, however, the question has assumed a different phase consequent on the passing in England of the Merchandise Marks Act, 1887, and it may be that legislation in India will now find increased support.—(*Appendix* B.)

RAILWAY OR INLAND CARRIERS RECEIPTS ACT.

The members of the Chamber will, no doubt, be pleased to learn that the representation made to the Government of India in November 1886 as to the necessity for a reform of

the law relating to Railway Receipts has not been lost sight of. The Chambers of Commerce of Bengal, Madras and Karachi having been consulted, have all supported the recommendations of this Chamber, and the proposal has now been referred by Government to the Secretary of State for India, to the end that he may discuss the question with the boards of directors of the Indian Railways in London, the Agents on this side having been requested to transmit their views on the subject direct to their respective boards.

The coming year will, it is to be hoped, see a definite decision arrived at regarding this important matter. —(*Appendix* C.)

INDIAN BANKRUPTCY BILL OF 1886.

After the amount of labour bestowed on the proposed New Bankruptcy Bill by two previous Committees, it is to be regretted that this important measure has apparently made no further progress during the year. At all events the Legislative Department of the Government of India has so far made no sign of bringing the bill up this session, and the only new feature in connection with the subject is an adverse criticism of the draft bill recently published by the Official Assignee, Calcutta. Although not specially addressed to this Chamber, your Committee have thought fit to address Government pointing out where they consider the views expressed in the paper are either defective or at variance with their experience or the practice on this side, which in some important particulars is different from Calcutta. In so doing the Committee have been actuated by no desire to provoke controversy, but the discussion may serve the purpose of keeping the matter before the authorities, and thus aid to some slight extent the progress towards legislation.—(*Appendix* D.)

RAILWAY EXTENSION.

With the Nagpore-Bengal Railway sanctioned, formal notice of which was received from Government on 5th March last, the members of the Chamber have the gratification of seeing the accomplishment of the two most important projects in the scheme of Railway Extension which they have most consistently advocated. The construction of the line is being vigorously prosecuted, and if the present rate of progress is maintained, it should be available for the transport of a considerable share of the Chattisghar Wheat harvest of 1889.

The Indian Midland has also been well advanced during the year, and through the Bhopal-Itarsi connection, may be expected to give us a material addition to the quantity of produce available for export from this season's crops. Indeed at no distant date with the augmented traffic it will receive from the Indian Midland on the one hand and the Nagpore-Bengal on the other, it may become a question whether in the height of the season the G. I. P. system will be sufficient to cope with the probable demands upon it. For some years past considerable delay has been experienced in getting produce down by this line between the middle of April and the end of May, and on more than one occasion the Chamber has had to transmit complaints on behalf of merchants regarding the deficiency of rolling-stock at certain points. Allowance has, of course, to be made for the concentration of such a large proportion of the traffic to such a limited time, but this must always be the case from the necessity of getting the crops to the seaboard before the setting in of the rains, and provision should be made to meet the constantly recurring period of pressure.

The Committee have not deemed the time opportune for pressing the claims of further railway extension on the

attention of Government. Had they done so, they would, adhering to the original programme of the Chamber, have advocated the prosecution of the Godra-Rutlam project as ranking next in importance to the two undertakings already mentioned. A well considered scheme of subsidiary lines as feeders to the main trunk systems will also merit the support of the Chamber when favorable opportunity offers; but during a period of financial pressure a prudent Government is naturally averse to incurring increased liabilities in the shape of additional guarantees, and this is a position which a representative body like the Chamber can appreciate, and has respected.—(*Appendix* E.)

BILL TO REGULATE THE SUPPLY OF ELECTRICITY FOR LIGHTING AND OTHER PURPOSES.

This bill having been referred to the Chamber for opinion by the Government of India, the Committee took steps to obtain the views of people practically interested in the supply of electricity, and guided by the replies received gave it as their opinion that the main feature of the proposed legislation—the prohibition of the supply of electricity without license—was a reasonable precaution to enforce in the interests of the general public. As it was manifest, however, that the rules under the bill, unless very carefully framed, might materially interfere with the legitimate and desirable extension of the use of electricity for lighting and industrial purposes, the Committee asked, that in event of the bill becoming law, ample time should be given for discussing and criticising the proposed rules before their final adoption.

No further communication has reached the Chamber respecting the bill.—(*Appendix* F.)

BILL TO CONSOLIDATE AND AMEND THE LAW RELATING TO THE PROTECTION OF INVENTIONS AND DESIGNS.

A Special Committee, consisting of the Chairman, Major W. S. S., Bisset, R.E., Messrs. G. Cotton, and W. M. Macdonald, was appointed to consider this bill, and in accordance with their report your Committee intimated to Government that its provisions had the approval of the Chamber. As the title indicates, the chief object of the proposed enactment is the consolidation and amendment of the law as at present existing, bringing it more into conformity with recent legislation in England. A system of progressive fees for the continuation of protection to patentees suggested by the bill has been adversely criticised in other quarters, but the Special Committee considering it more likely to encourage than deter applications for patents, saw no reason to object to it.—(*Appendix* G.)

BILL TO AMEND THE INDIAN STAMP ACT, 1879.

The purpose of the bill being to give effect to reductions of stamp duty payable on fire insurance policies for short terms, a measure which had been previously advocated by the Chamber, your Committee lost no time in expressing their approval of the amendment of the law; and further in concert with the Bombay Association of Fire Insurance Agents recommended the adoption of adhesive instead of impressed stamps for all policies of insurance whether fire or marine.—(*Appendix* H.)

THE NATIVE PASSENGER SHIPS ACT, 1887.

By a resolution of Government, dated 28th May, the provisions of the Native Passenger Ships Act, 1887, came into force on 1st June, 1887. The Act embraces the

leading suggestions which the Chamber submitted to Government in 1886, when criticising the bill then under consideration.—(*Appendix* I.)

RULES UNDER THE PETROLEUM ACT OF 1886.

The draft rules under the Petroleum Act of 1886 having been forwarded by Government for the opinion of the Chamber, they were submitted to the members of the Special Committee, who originally dealt with the Act itself when it was under discussion. These gentlemen, as representatives of the leading importers of Petroleum, having no criticisms to offer, the Committee informed Government that the proposed rules had the approval of the Chamber.—(*Appendix* J.)

THE SILVER QUESTION.

Several communications on this subject have reached the Chamber during the year, mainly from advocates of bi-metallism, but in dealing with these the Committee have not deemed it necessary to go beyond mere acknowledgment. The opinion of the members of the Chamber is already on record, and when the final report of the Currency Commission now sitting in London is issued, it may be necessary to represent that opinion in the proper quarter.

REPRESENTATION TO THE GOVERNMENT OF INDIA IN FAVOR OF THE OPEN DISCUSSION OF THE BUDGET.

The mode adopted during the past five years of publishing the annual financial statement in the form of a Government Resolution, thus precluding the possibility of public criticism of the financial measures of the year before

adoption, has frequently been adversely commented upon by this Chamber, and when your Committee learned in October last that the Bengal Chamber intended addressing the Government of India on the subject they agreed to co-operate. The time was opportunely chosen as public interest in the question had already been aroused by unmistakable notes of warning that the financial necessities of Government would render increased taxation imperative in 1888; and the Committee accordingly felt they were speaking the undivided opinion of the whole mercantile community, in asking for the initiative being taken by His Excellency the Governor-General in Council, in promoting such legislative action as may be necessary to enable the financial member to submit his budget for the year to the open discussion and criticism of the Legislative Council. The system objected to had its origin in the provisions of the Indian Councils Act which prohibits the Budget being discussed in open Council when no legislation is proposed in connection therewith, but whatever the reasons for this restriction may have been in 1861, when that Act was passed, they do not now exist or have been so minimised in force as no longer to call for recognition. In the interval an enlightened body of public opinion has grown up which it is clearly in the best interests of the Government and the country at large to consult and, if possible, act in unison with. While thus indicating their views of the growing necessity for a wider sphere of consultation in dealing with the constantly recurring financial problems which Government have to contend with, your Committee did not consider the time had yet arrived for entering upon the larger question of an increase in the representation of mercantile interests in the Council, although it would almost follow as a corollary to their arguments. That is a step which must

inevitably come on for discussion at a later stage, and Government would greatly strengthen their hands if they were enabled to summon to their Councils representatives of the large commercial centres of India. In Hongkong the constitution of the Colony provides for a member of Council being nominated by the Chamber, and the system is found to work excellently. In India, where the commercial and manufacturing interests of the country are of immeasurably greater magnitude, and more deeply concern the welfare of the Empire at large, it could not fail to yield equally beneficial results.—(*Appendix* K.)

WHEAT.

The out-turn of the Wheat Crop of 1886-87 has been most disappointing. With a decrease in acreage of only 557,258 acres the estimated yield shows a deficiency of 1,348,729 tons as compared with the previous season. The total figures are as follows for the past three seasons :—

	Acres.	*Outturn in tons.*
1886-87	26,735,484	6,390,695
1885-86	27,392,742	7,739,424
1884-85	27,820,223	8,013,096

The following are the returns for each province in detail :—

Province.	Supposed normal area under Wheat.	Area 1885-86.	Area 1886-87.	Outturn 1885-86.	Outturn 1886-87.
	Acres.	Acres.	Acres.	Tons.	Tons.
Panjaub	7,000,000	6,957,600	5,943,400	2,693,060	1,361,915
North-West Provinces and Oudh	5,037,000	5,240,381	4,962,942	1,847,400	1,732,050
Central Provinces.....	4,000,000	3,902,707	4,297,949	859,753	860,000
Bombay (including Baroda)	1,883,000	2,969,539	2,860,454	801,400	801,400
Berars	807,000	808,515	933,938	115,502	133,419
Total...	18,727,000	19,878,742	18,998,683	6,317,115	4,888,784

Native States.	Supposed normal area under Wheat.	Area 1885-86.	Area 1886-87.	Outturn 1885-86.	Outturn 1886-87.
Bengal (Behar)	1,134,900	850,000	1,009,335	336,920	400,000
Rajputana	2,500,000	1,500,000	1,562,309	336,000	397,769
Central India	2,500,000	3,500,000	3,500,000	500,000	500,000
Hyderabad.....	750,000	1,144,000	1,156,229	114,000	69,565
Mysore.....	20,000	20,000	8,928	2,056	1,244
Cashmere	500,000	500,000	500,000	133,333	133,333
Total...	7,404,900	7,514,000	7,736,801	1,422,309	1,501,911

The deficiency, it will be perceived, is almost entirely owing to the unfavorable result in the Punjaub, where, owing to adverse weather at the end of the growing season, the crop was only from 6 to 8 annas of a full average.

From the fact that the districts from which Bombay draws the bulk of its supplies gave on the average a comparatively large yield, the exports from this port during the first six months of the year only showed a slight diminution from the corresponding six months of the previous year, the respective figures from 1st January to 30th June being :—

1887... ... ...64,77,220 Cwts.
1886... ... ...65,54,921 „

During the last six months, however, from 1st July to 31st December the falling off was most marked, the totals for that period being :—

1887... ... ...27,71,344 Cwts.
1886... ... ...58,01,769 „

As compared with Calcutta and Karachi, Bombay has every reason to congratulate herself, the exports for the past three years, taking from 1st January to 31st December, having been as follows :—

	1887. Cwts.	1886. Cwts.	1885. Cwts.
Bombay	92,48,564	1,23,56,690	1,08,51,235
Calcutta	45,80,247	65,96,915	41,93,686
Karachi	6,59,556	37,27,042	61,43,030
Total.....	1,44,88,367	2,26,80,647	2,11,87,951

The reports regarding the growing crop this season are scarcely so cheerful as could be wished. The estimate of the Agricultural Department puts the area under Wheat in the Punjaub at 5,588,500 acres or 6 per cent. below the previous year, in the North-West Provinces and Oudh at 4,962,000 acres, about the same as last year, while in the Central Provinces it is generally believed that a slightly larger area has been sown. For a time the condition in the Punjaub and the North-West was adversely affected by the absence of the cold weather rains, but a partial fall has since greatly improved the appearance of the plants.

IMPROVEMENT IN THE CLEANING OF WHEAT.

The Committee regret to have to report that the efforts of the Chamber to promote greater care in the cleaning and preparation of Wheat for export have been productive of little or no beneficial result. The only Corn Trade Association in England which has evinced any tendency to follow the suggestions of this Chamber in adopting a lower scale of refraction for arrival contracts, is the London Association, and the extent to which the Committee of that body were prepared to co-operate is best shown by the following copy of the resolution which they passed on the subject :—

> "That it will be an instruction to the East Indian "Wheat Committee to exclude any samples contain- "ing excess of dirt from the standards, and that "a letter be written to the Bombay Chamber of Com- "merce informing it of the action the London Corn- "Trade Association has taken and requesting it to use "its efforts to prevent as far as possible the shipment "of dirt in Indian grain of all kinds."

If the arbitration standards at all the leading European markets were raised to a higher pitch of cleanliness, shippers here would soon adapt themselves to the change, and the

object the Chamber has throughout had in view would be within measurable distance of attainment, but the solitary and at best partial action on the part of the London Association has had no apparent effect. One leading firm of exporters made an attempt to work their business on the basis of a 2 per cent. reffaction, but, as the Committee understand, have since had to abandon it in the face of the keen competition which prevails, and the condition of the trade can be best imagined from the fact that the local flour mills have a ready sale for their screenings, which rapidly find their way back to the dealers for re-admixture.

Under the circumstances it is not a matter for surprise that steam threshing has made no further advance. A few machines have been sold here and there, but so long as there is no general demand for absolutely clean Wheat, cultivators are not likely to see the advantage of adopting them.—(*Appendix* L.)

MEMORANDUM ON THE WHEAT TRADE OF INDIA BY MR. DONALD SMEATON, DIRECTOR OF AGRICULTURE, N.-W. P.

Through the courtesy of the Government of Bombay the Chamber was favored in April with copies of an important memorandum on the Wheat Trade of India by the Director of Agriculture, North-West Provinces. On the question of the steps to be taken to obtain greater cleanliness in the Wheat exported from India, Mr. Smeaton quite coincides with the view which this Chamber has consistently advocated that it must come from buyers in Europe insisting upon obtaining, and being prepared to pay a proportionately higher price for, a cleaner article. A large portion of the paper is devoted to expounding a scheme for the transport by rail and the shipment of Wheat in bulk. The Committee are afraid that there is little hope of Mr. Smeaton's proposals being adopted for some considerable time to come, but he proves to demonstration the

practicability of his plans and shows that a large saving in cost could be effected as compared with the present mode of handling in bags.—(*Appendix* M.)

COTTON.

The only new development to notice in connection with this important branch of Bombay trade during the year, is the establishment by the Cotton Trade Association of a Clearing House for the better settlement of contracts for future delivery. The project at present is purely experimental, and has only been sanctioned for this season, but should it prove a success and afford the convenience to merchants which its promoters anticipate, it will easily be placed on a permanent basis.

The Cotton crop of 1886-87 was larger than the previous season, which in turn was largely in excess of 1884-85. For the convenience of record in a condensed form the Committee give the following synopsis of the Chamber's statistics which shows the comparative receipts of the various descriptions in the past three seasons:—

Growths.	Season 1884-85.	Season 1885-86.	Season 1886-87.	Percentage Increase or Decrease in 1886-87 as compared with 1885-86.
	F. P. Bales.	F. P. Bales.	F. P. Bales.	
Dhollera	334,971	386,890	341,540	— 11·72
Broach	129,684	159,519	110,616	— 30·65
Bengals	152,834	236,438	273,035	+ 15·47
Berar	152,561	317,102	322,490	+ 1·67
Khandeish	104,092	187,033	275,739	+ 47·42
Barsi and Nugger ...	57,135	80,111	88,726	+ 10·75
Hingunghat	2,491	16,404	19,799	+ 20·69
Compta and Dharwar*..	66,328	80,422	182,084	+ 126·40
Madras and Westerns*.	14,183	26,147	33,141	+ 20·74
Sind	28,403	27,194	47,914	+ 76·19
Persian	22,673	14,575	15,377	+ 5·50
Other Sorts	5,871	1,220	350	— 71·31
Total...	1,071,226	1,533,145	1,710,811	Net Inc. 11·58

* For 10 months only.

The distribution of the crop in the way of shipments to European ports has been as follows :—

Names of Ports.	1887.			1886.			Increase or Decrease.	Percentages.
	6 months ending 30th June.	6 months ending 31st Dec.	Total for 12 months	6 months ending 30th June.	6 months ending 31st Dec.	Total for 12 months		
	Bales.	Bales.	Bales.	Bales	Bales.	Bales.	Bales.	
Liverpool	2,53,016	30,711	2,83,727	2,01,513	41,917	2,43,465	+ 40,262	+ 16·53
London	88,499	9 033	97,582	88,391	12,207	1,00,601	+ 3,019	+ 3·00
Hull	2,115	200	2,315	1,230	...	1,230	+ 1,085	+ 88·21
Marseilles	5,693	3,400	9,008	6,146	2,285	8,431	+ 667	+ 7·91
Havre ..	88,892	11,094	99,986	71,633	16,766	88,399	+ 11,587	+ 13·10
Dunkirk	29,325	3,470	32,795	21,950	6,646	28,596	+ 4,199	+ 14·68
Antwerp	1,55,055	17,285	1,72,340	1,43,332	21,497	1,64,829	+ 7,511	+ 4·55
Ghent ..	10,770	...	10,770	9,416	...	9,416	+ 1,354	+ 14·37
Amsterdam	10,350	...	10,350	1,719	...	1,719	+ 8,601	+ 491·76
Bremerhaven	7,848	..	7,848	8,999	..	8,999	+ 1,151	+ 12·79
Hamburg	2,875	..	3,370	715	..	715	+ 2,655	+ 371·32
Barcelona	5,200	1,650	6,850	6,400	600	7,000	+ 150	+ 2·14
Genoa ..	79,096	17,967	97,063	79,913	23,522	1,03,175	+ 6,412	+ 6·19
Naples...	12,600	5,456	18,056	19,698	4,618	24,316	+ 6,260	+ 25·74
Venice...	32,785	7,525	40,310	50,810	15,748	66,588	+ 26,278	+ 39·46
Leghorn	2,750	...	2,750	1,000	...	1,000	+ 1,750	+ 175·00
Trieste ..	1,57,957	26,679	1,84,636	1,59,556	27,959	1,87,515	+ 2,879	+ 1·53
Piræus	1,400	...	1,400	550	...	550	+ 850	+ 154·54
Odessa...	19,215	...	24,881	19,400	5,832	25,232	+ 351	+ 1·39
Gottenburg	500	100	600	200	..	200	+ 400	+ 200·00
Port Said	1,555	3,149	4,704	3,110	...	1,110	+ 3,594	+ 323·78
Christiania	500	..	500	...	..	..	+ 500	+ ...
Total..	9,68,031	1,43,900	11,11,931	8,93,800	1,79,607	10,73,416	+ 38,515 Net Inc.	+ 3·58

A comparison of receipts and shipments shows that while

the former exceeded the previous season by 11·58 per cent., the latter only gained 3·58 per cent. A portion of this discrepancy is accounted for by the fact that the figures are not for exactly the same periods, the receipts being calculated for the Cotton season, the exports for the year, but a portion of the difference unquestionably represents the increased quantity consumed or taken to stock by the local Mills.

The present season unfortunately is likely to show a retrograde movement both in receipts and exports. Commencing with most encouraging prospects in every direction, the subsequent absence of seasonable rains in some districts and an unseasonable fall in others promise to result in a comparatively poor yield. Broach and Dhollera will, to all appearance, give a somewhat better outturn than last season and Dharwar and Compta also promise well, but any increase obtained from these sources will be more than swallowed up by the heavy deficiency in Bengal, Berar, Khandeish and Hingunghaut, the last named having practically no crop. The following figures show the approximate receipts of new Cotton up to 31st December, and adverse as the comparison is the indications are that it will not improve in the growths mentioned during the remainder of the season :—

	1887.	1886.	1885.
	F. P. Bales.	F. P. Bales.	F. P. Bales.
Bengal	34,933	68,130	40,355
Berar	17,090	53,886	29,467
Khandeish	28,600	31,573	15,461
Hingunghaut	136	11,316	7,316
Total	80,759	164,905	92,599

DEVELOPMENT OF THE COTTON TRADE OF THE POREBUNDER STATE.

Mr. F. S. P. Lely, Administrator of the Porebunder State, favored the Chamber with an interesting communication detailing the steps which had been taken to develop cotton cultivation in, and to abolish taxes on exports from that State. A system of inspection appears to have been adopted with favorable results, and Mr. Lely desired the opinion of the Chamber as to whether any reasonable complaints had been heard against the cotton so inspected, and also whether there were any suggestions likely to improve the character of the staple produced in Porebunder. The Committee placed the matter before the Cotton Trade Association, and from the information which they were good enough to supply, addressed Mr. Lely at length, pointing out the advantages likely to accrue by a better selection of seed and a maintenance of the system of inspection already in use. At present the quantity of the highest class of cotton received from Porebunder is too small to make a market of its own, and it is therefore bought chiefly for the purpose of admixture with Dhollera and Bhownugger. If the production could be materially increased, the cotton would become better known and would probably fetch higher prices.—(*Appendix* N.)

MAINTENANCE OF SAW-GINS IN THE DHARWAR COTTON DISTRICT.

In July last the Bombay Government addressed the Chamber requesting opinion on the present condition and prospects of exotic cotton in the Dharwar District. And also as to the advisability of continuing the maintenance of the ginning factories. Having ascertained the views of the leading firms in the trade, as also the opinions

of the Committee of the Cotton Trade Association, your Committee replied to Government that there had been a large increase in the quantity of Saw-Ginned Dharwar Cotton exported to Europe during the previous season, due partially to the better quality of the crop, but mainly to the opening of railway communication which enabled the cotton to reach Bombay before the setting in of the monsoon. Owing to this latter cause, the Committee expressed their belief that Saw-Ginned Dharwar is likely to come into greater favor again with European consumers.

As regards the maintenance of the gins, your Committee now, as formerly, are in favor of it being allowed to become a matter for private enterprise; but seeing the tendency to improvement in the demand for the particular growth, they recommended that ample time should be given before abolishing the maintenance of the Government factories. They suggested two years as sufficient notice for this purpose, and they believe Government intend acting on their recommendation.—(*Appendix* O.)

OPINIONS ON SAMPLES OF PRODUCE SUBMITTED TO THE CHAMBER BY GOVERNMENT OFFICERS AND OTHERS.

From the Director of Agriculture, Bombay, your Committee were requested for their opinion on a sample of Cotton produced in the Kaira District by Messrs. Sugden and Company. The first sample received was too small to admit of a fair test, but a large ginned parcel afterwards came to hand, and the Committee reported upon the quality as being exceptionally excellent and likely to meet a large demand both for export and local consumption at comparatively full prices. The cotton was produced

from Egyptian seed, and it would have been interesting to learn for how many seasons it would have retained its superior quality. Unfortunately the principal of Messrs. Sugden and Company's firm has since died, and the experiment is not likely to be prosecuted further.

Messrs. Sir Charles Forbes & Co. submitted some sample bolls of cotton grown in the Wynaad, regarding which they asked for the Chamber's report. The quality of the cotton was remarkably good, both in length and strength of staple, and the Committee informed Messrs. Sir Charles Forbes & Co. that there would be no difficulty in finding a market for any quantity of the description that could be produced.

The Minister of Dewas, Central India, forwarded a number of samples of wheat for the opinion of the Chamber, and your Committee obtained and forwarded to him a report thereon from Messrs. W. Lang and M. R. Wyer.

Captain W. B. Ferris, Assistant Political Agent, Kattiawar, submitted a sample of Bansi wheat, respecting which he was desirous of obtaining a practical report. Messrs. L. R. W. Forrest, W. Lang and J. Fachiri were good enough to examine the sample, and they reported it as being of excellent quality and very suitable for shipment to French and Italian ports. This opinion your Committee accordingly forwarded to Captain Ferris.

Colonel C. Wodehouse, Political Agent, Kattiawar, also asked the opinion of the Chamber on a sample of wheat grown in Kattiawar from Panjab seed. Your Committee informed Colonel Wodehouse that the sample represented a first-class quality of hard white or yellow wheat worth Rs. 30 per candy in Bombay as compared with Rs. 29 for the ordinary hard white or yellow. Your Committee advised that every encouragement should be given to the growth of this description.

CULTIVATION OF INDIGO IN THE JUNAGAD STATE.

The report on the second set of samples of Indigo forwarded to Calcutta for opinion was received from the Bengal Chamber of Commerce too late for embodiment in the last annual report of the Chamber. Messrs. J. Thomas & Co. said of them :—" The samples of Junagad Indigo recently sub-" mitted by you are too wet for a detailed report to be given " at present, but so far as an examination of them goes they " appear to be inferior in quality to the samples received " from you in the early part of last year." This inferiority was no doubt due to the adverse character of the weather which the State authorities said had prevailed during the growth of the plants. Whatever the cause, however, the unfavorable result obtained seems to have discouraged further experiments, as the Chamber has not again heard from either the Director of Agriculture or the Junagad Durbar on the subject.—(*Appendix* P.)

CULTIVATION OF TOBACCO AT NARIAD.

At the request of the Director of Agriculture the Chamber again procured, through Liverpool Agents, a small parcel of Maryland Tobacco Seed for Mr. Bechardas Veharidas, Nariad. The Committee have not learned how the further experiments have resulted, but the reports on the samples previously sent gave little hope of the Tobacco grown in Guzerat ever finding a profitable market in Europe. —(*Appendix* Q.)

REFUSAL OF NATIVE PIECE-GOODS DEALERS TO TRANSACT BUSINESS WITH THE REPRESENTATIVES OF EUROPEAN FIRMS IN THE BAZAAR.

As the result of the enormous imports during 1886 the unsold stock of Piece-goods in the bazaar in the early part

of this year assumed unusually large dimensions. The dealers accordingly with the view no doubt of checking supplies came to an agreement amongst themselves at the beginning of February to cease doing or even discussing business with the representatives of European firms in the bazaar. The agreement being strictly observed, importing firms found it give rise to serious inconvenience, and they accordingly asked the permission of the Committee to convene a meeting in the rooms of the Chamber to discuss the matter. Sanction was at once accorded, and on 28th March the representatives of the following firms met for the purpose :—

Messrs. EDWARD BATES & Co.,	Messrs. BENN, ASHLEY & Co.,
„ FINLAY, MUIR & Co.,	„ GADDUM, BYTHELL & Co.,
„ W. & A. GRAHAM & Co.,	
„ KERR, TARRUCK & Co.,	„ KILLICK, NIXON & Co.
„ LATHAM, ABERCROMBIE & Co.,	„ LANG, MOIR & Co.,
	„ LYON & Co.,
„ C. MACDONALD & Co.,	„ RALLI BROTHERS,
„ RITCHIE, STEUART & Co.,	„ VOLKART BROTHERS,
„ WALLACE & Co.,	„ A. BLASCHECK & Co.,

and the SECRETARY.

On the proposal of Mr. Beaufort, seconded by Mr. Miller, the Hon'ble F. Forbes Adam was called to the chair.

The representatives of Messrs. Ralli Brothers as the first signature on the letter asking for the meeting not being present, the Chairman called upon Mr. Beaufort to explain the views of the signatories. Mr. Beaufort said that he really had nothing to bring forward. Afterwards Mr. Greenway (Messrs. Ralli Bros.) came in and explained the inconvenience of the existing state of things, and urged upon the meeting to do something to remedy same. Mr. Richardson said that he did not think it desirable that the Chamber should do anything. Mr. Miller supported Mr. Greenway, thinking it neither in favor of the importers nor the dealers that the

present state of things should continue. Mr. Beaufort informed the meeting that he had been in communication with Mr. Damodher Goculdas, who said he was anxious that the Chamber should approach the Piece-Goods' Association on the matter. The Chairman then addressed the meeting deprecating any further action. Mr. Greenway replied to the Chairman's remarks, and proposed that a Committee be formed with a view of discussing the position with the Piece-Goods' Association. Mr. Beaufort objected. Mr. Greenway then proposed, Mr. Miller seconded the following resolution which on being put to the meeting was lost by a large majority :—

> "This meeting is of opinion that it is desirable to form a Committee of Importers to discuss with the Piece-Goods' Association, or a Committee to be appointed by them, as to the effect on the Bombay Piece-Goods Trade of the present bazaar regulations restricting importers or their salesmen from visiting the bazaar."—(*Appendix* R.)

DIPLOMATIC AND CONSULAR REPORTS.

The recommendations made by the Committee of the Chamber in 1886 were duly forwarded to the Foreign Office by the Government of India, by whom they were strongly supported. From the reply which your Committee have since received, however, it seems that Her Majesty's Government do not see their way to give effect to this Chamber's suggestions. The matter, however, is not one of grave moment, as from the nature of Bombay trade diplomatic and Consular officers of Government are not able to render important assistance.—(*Appendix* S.)

LOCAL STANDARD OF WEIGHT.

From a communication received from the Commissioner of Police, dated 8th June last, the Committee learned that

a peculiar discrepancy had been discovered between the one seer weight, generally used in this Presidency, which is the equivalent of 5,040 grains, and the five seer weight which, on being tested, was found to be the equivalent of only five times 4,900 grains. Your Committee recommended that the matter should at once be placed on a proper basis, either by the rectification of the five seer weight to a multiple of the one seer, or by a reduction in the latter. The Commissioner of Police communicated with Government and as the result the Chamber was invited to say what course they would recommend. After very careful consideration the Committee advised that the five seer weight should be made an exact multiple of the one seer weight of 28 tolas, that is to say 140 tolas or 25,200 grains. By so doing the five seer weight ceases to be an exact submultiple of the Bombay maund and candy, but any inconvenience which this may cause will, in the opinion of your Committee, be less objectionable than the other alternative of altering the one seer weight which is now generally known and used.—(*Appendix* T.)

JUBILEE CELEBRATION.

The Chamber as a body took no part in the Jubilee celebrations; but the members in honor of the occasion subscribed a sum of Rs. 4,200 towards the fund for the celebration and Rs. 1,950 towards the Victoria Technical Institute which was started in Bombay at that time. The scheme for the Imperial Institute in London having been practically subscribed to by Bombay firms through their home representatives, has not met with special support on this side. As regards the Victoria Jubilee Technical Institute the Chamber—having been invited to make a contribution to its funds—decided by a majority of votes not to do so.—(*Appendix* U.)

INVESTMENT BY THE GWALIOR STATE OF THREE-AND-A-HALF CRORES IN GOVERNMENT PAPER.

At the instance of a member of the Chamber, the Committee elicited from the Secretary of the Finance Department with the Government of India, that the 3½ crores of treasure which, it was announced in the last "Financial Statement," the Regency of the Gwalior State had arranged to invest in Government Paper, consisted of Gwalior and Chandor rupees which would have to be re-minted and further that the loan is not a negotiable one.—(*Appendix* V.)

QUARANTINE.

The "reglementary quarantine" notified by the Turkish authorities on 20th December, 1886, against arrivals from Bombay at the Red Sea and Persian Gulf Ports was annulled so far as regarded the Red Sea Ports on 5th January, 1887; but in May last the Agents of the B. I. S. N. Co. reported that their steamers were still subjected to vexatious delays and restrictions at Bussorah for quarantine purposes. Vessels carrying no medical officer were, they alleged, subjected to six days' quarantine, and with a certificated apothecary on board to twenty-four hours' observation. The Committee made these complaints the subject of a representation to the Government of India, but in a reply received through the Bombay Government under date of 15th December, the Chamber was informed that in the opinion of the British Ambassador at the Sublime Port it would be inadvisable to raise any discussion on the question of quarantine at this juncture, as, owing to the dread which still exists of the importation of cholera from India, the Constantinople Board of Health would probably find in any protest an excuse for imposing even greater restrictions

than those complained of, which are in accordance with the resolutions of the International Sanitary Conference of Constantinople held in 1866. In view of this information your Committee saw no advantage in carrying their representations further.

Quarantine was imposed in Egypt against arrivals from Bombay on 18th August and removed on 5th October. It was re-imposed on 1st November and abolished on 12th idem. The restrictions insisted upon under these notifications were the source of considerable inconvenience to homeward bound passengers, at Aden quite as much as at Suez, but coming at the slackest time of the year, they had little effect on trade.—(*Appendix* W.)

GOVERNMENT REGULATIONS FOR PILGRIM TRAFFIC.

In the last Annual Report of the Chamber the retiring Committee called attention to the reticence displayed by the Government of India with regard to the terms on which Messrs. Thomas Cook and Son, Tourist and Excursion Agents, had been appointed pilgrim agents to Government for the whole of India. In accordance with the expressed desire of several members of the Chamber largely interested in the matter, the then Committee addressed the Government of India on 6th March, 1886, respectfully asking for information as to the terms, mode of working, and remuneration, which had been agreed upon with Messrs. Cook, and no reply having been received, the Committee again approached Government on 12th October and at some length detailed the leading objections which they entertained to the arrangement so far as they understood it. In answer to this a formal acknowledgment under date of 6th November with an intimation that a reply would shortly be sent to

the Chamber's letter of 6th March was all that had been received up to the close of the year. Nor was it until the middle of April 1887, after an interval of fully thirteen months, that Government vouchsafed the answer which is reproduced in the appendix. To it your Committee have seen no advantage in replying. The agreement, it appears, is only for a period of three years from 21st January 1886 and, according to the mode in which the Government of India has hitherto seen fit to conduct the correspondence, would probably have expired before a response could have been elicited to further representations. It will remain with the incoming Committee to protest against the renewal of a contract which has so far only resulted, during a period of abnormally cheap freights, in pilgrims having to pay considerably enhanced rates of passage-money for identically the same accommodation in identically the same steamers as were employed in the trade before Messrs. Cook and Son's advent.—(*Appendix* X.)

PROPOSED UNIFORM BILL OF LADING HOMEWARDS FROM BOMBAY.

Encouraged by the success which has attended the negotiations of a Special Committee of the Manchester Chamber of Commerce in obtaining a standard form of bill of lading for piece-goods outward to Bombay, a leading export firm recently addressed your Committee advocating steps being taken to arrange, if possible, for the adoption of an uniform bill of lading homewards. Although the records of the Chamber show that previous efforts to draft a document acceptable alike to shippers and shipowners have proved ineffectual, the Committee recognising the importance of the subject have given it most careful consideration and as a preliminary measure have asked the agents of the different lines of steamers trading to

this port to send their principals a copy of the form which has been suggested, with a request that they will intimate, at an early date whether they would be prepared to adopt it as it stands, or if not, what modifications, additions or alterations they would think necessary. So far no replies have come from steamship owners at home, but the manner in which the proposal has been received by some of the agents on this side gives little promise of ultimate agreement, while the attitude of shippers, as manifested in connection with a recent reference made to members of the Chamber by the Committee regarding a communication from the North of England Steamship Owners' Association, is almost equally antagonistic.—(*Appendix* Y.)

THE TONNAGE SCALE.

The only article which has been measured for tonnage during the year is Fenugreek or Methyseed, which, on being tested in the usual way after advertisement, and in the presence of representatives of steamer agents and shippers on 9th February, 1887, at the godowns of Messrs. Ralli Brothers, Carnac Bunder, was found to measure 17 cwt. to the steamer ton of 40 cubic feet. This addition will be made to the scale after receiving the necessary confirmation by a General Meeting.

The Committee regret that the efforts made by the Committee of 1886, as mentioned in the last Annual Report, to obtain the acceptance of the new tonnage scale by the regular lines of steamers trading to the port has not been productive of result. It is difficult to see what advantage steamship owners consider they derive by the attitude they maintain in regard to this matter, as their refusal to adopt the new scale is productive of no benefit to themselves, while it is certainly an unnecessary annoyance to merchants and shippers.

ERECTION OF ADDITIONAL LIGHTHOUSES ON THE COAST OF CEYLON.

In response to a reference from Government on a scheme suggested by the Board of Trade for the erection of two additional lighthouses on the coast of Ceylon from the accumulated surplus funds derived from the dues levied on shipping for the Basses and Minicoy lights, your Committee, having first elicited the views of the agents and commanders of vessels chiefly concerned, gave a qualified approval to the scheme. They strongly supported the proposal of the Board of Trade to place a light on Dondra Head, but in preference to erecting another lighthouse between Galle and Colombo, they advocated the improvement of the existing Galle and Baticaloa lights, and making the former a flashing or revolving light so as better to distinguish it from the white lights shown by fishing boats and villages in the vicinity. While not approving, as a general rule, of providing for the cost of construction from revenue, the Committee conceded the advisability of making an exception in this case, but they called the special attention of Government to the fact that even after paying for the cost of erection and maintenance, as suggested, a large surplus would still remain, and they, therefore, urged that an immediate reduction should be made in the present exorbitant scale of dues collected for the Basses and Minicoy lights.—(*Appendix* Z.)

NEW MUNICIPAL BILL.

A suggestion was made by one of the members of the Chamber that the Committee should co-operate with other public bodies in making a representation to Government respecting the provisions of the proposed measure. After very careful consideration, however, your Committee declined to accede to the proposal. The bill does not

specially concern the mercantile community, and the interests of the general public are sufficiently safeguarded by their representatives on the corporation and the press. The draft bill contains a clause which, if passed, will empower the members of the Chamber to elect two representatives to the Municipal Council.

THE APPOINTMENT OF CHIEF PRESIDENCY MAGISTRATE.

For obvious reasons, a request from some of the members of the Chamber that the appointment of Mr. Crawley-Boevey as acting Chief Presidency Magistrate should be made the subject of a representation to Government, was not entertained.

ALLEGED DIFFICULTY IN OBTAINING REFUNDS OF TOWN DUTY ON SUGAR EXPORTED.

A memorial, signed by 518 dealers in Sugar, and forwarded, through Messrs. Little, Smith, Frere, and Nicholson, Solicitors, under date of 15th February, solicited the support and intervention of the Chamber in obtaining the abolition of certain rules imposed by the Municipality, which the memorialists alleged were a source of difficulty and delay in obtaining the refunds to which they were entitled on Sugar exported. It appears, that for purposes of check, the procedure insisted upon by the Municipality necessitated the production of the import bill before refund of Town Duty is granted on re-export, and importers' taking advantage of this, it is stated, threw difficulties in the way of giving up the import bill unless they are allowed to participate in the refund. To the Committee this seemed a matter easily capable of regulation between buyer and seller, and they accordingly

passed on to the memorialists a copy of the explanations received from the Municipal Commissioner with an intimation that if they had any additional arguments to bring forward the Committee would be glad to consider, and if need take action upon them, but no further communication has been received.—(*Appendix* AA.)

THE NEW MAIL CONTRACT AND TRANSPORT OF THE MAILS.

With the exception of a casual enquiry from the Postmaster General of Bombay as to whether the commercial community of the City would have any objection to the Europe Mails being delivered on Sundays, the Chamber was afforded no opportunity of expressing its views regarding the new contract with the P. & O. S. N. Co. for the transport of the Mails while it was under negotiation. Nor were the Committee aware that after the conclusion of the contract announced in September, 1886, it would be discussed in Parliament before adoption, or they would have taken steps to have ascertained and given due prominence to the opinions of the members thereon. The mere existence of a contract, however, does not place the matter beyond the pale of effective criticism, and should the terms arranged prove objectionable when put to the test of actual working, public opinion and the force of competition will doubtless prove strong enough to produce reform. The one-sided character of the agreement is already manifest, however, from the fact that at the time the P. & O. S. N. Co. were negotiating for a ten years' contract to deliver the Mails in Bombay in 16½ days from London, they were laying down the lines of a fleet of steamers for employment on the Australian line capable of performing the service with ease in 14 days.

PROPOSED ALTERATION IN THE HOUR OF DEPARTURE OF THE MAIL STEAMERS FROM BOMBAY.

On 4th November the Postmaster General of Bombay requested the opinion of the Chamber on a suggestion to alter the hour of departure of the homeward Mail steamers when the new contract came into force, from 5 o'clock to 2 o'clock in the afternoon. The proposal emanated from the London Post Office, but with what intention, was not stated. Your Committee, however, protested emphatically against the change, pointing out that in the fair season it would, from the mode business is now conducted in Bombay, mean cutting off an entire day, while in the monsoon it might entail the loss of a week in replying to home correspondence. If a saving of three hours was of vital importance, the Committee further suggested that it would, under the terms on which the new contract had been granted, be but a small matter to ask from the P. & O Co., as the extra consumption of coals necessary to ensure a gain of three hours in 13 or 14 days steaming would be so insignificant as to be scarcely perceptible. Fortunately the Indian postal authorities shared the views put forward on behalf of the Chamber, and supported them by additional weighty objections of their own in connection with the working of the money order and parcels departments which would have been thoroughly disorganised by the change. The suggestion therefore has, it is understood, been abandoned.—(*Appendix* BB.)

DELAY IN THE DELIVERY OF ENGLISH PATTERN PARCELS BY THE POST OFFICE.

One of the members of the Chamber preferred a complaint to the Committee of the delay experienced in obtaining delivery of pattern parcels from England via Brindisi, which

in several instances, it was alleged, had not been delivered until six or seven hours after the letters by the same steamer. The Committee, with a view to obtaining additional evidence before addressing the Post Office, instituted enquiries amongst other members of the Chamber, regular recipients of pattern parcels, but as the general experience seemed to show that the delay complained of was altogether exceptional, no official action was taken.—(*Appendix* CC.)

THE CHINA MAILS.

Immediately after taking office, your Committee addressed the Postmaster General respecting the irregularity and uncertainty attending the despatch of the Mails for the Straits Settlements and China, regarding which frequent complaints had been received. They quoted several instances of recent occurrence where the times advertised for the closing of the Mails were from seven to twenty-four hours earlier than the actual departure of the steamer rendered necessary, while in some cases the inconvenience was increased by the hour fixed clashing with the departure of the London Mails. The Chamber's representations met with prompt and courteous acknowledgment from the Postmaster, who frankly confessed that the complaints were well founded, but that owing to the fact of the China and Australian steamers of the P. & O. Company not being contract vessels, the Post Office had no voice in regulating the time of departure. From the explanations furnished, it was apparent that all that lay in the power of the postal officers to do was to mitigate the inconvenience as much as possible by affording the best information at their disposal as to the probable time of departure of the steamers and the latest hour for closing the Mails. To this end the Postmaster General expressed his willingness to regularly send to people

who desired it and would register their addresses for the purpose, the latest intelligence available to the Post Office, and the Committee communicated this arrangement to the members of the Chamber by circular.—(*Appendix* DD.)

CUSTOM HOUSE ARRANGEMENTS.

It speaks most favorably for the mode in which business is now conducted in the Bombay Custom House that not a single complaint from members of the Chamber has come before the Committee during the year as regards either obstruction or delay. In former years the vexatious character of the regulations and the dilatory nature of the procedure were fruitful sources of annoyance to merchants, and frequently entailed lengthy correspondence and negotiations between the Chamber and the authorities. This year, however, the only correspondence consisted of an enquiry from the Collector as to whether it would be any advantage to exporters to relax the rule requiring shipping bills to be passed at the Custom House before allowing shipment of the final small quantities requisite to complete outward cargoes. It occasionally happens, for instance, that an exporter under-estimates the carrying capacity of a steamer by 100 or 200 tons, and having short entered so much it was necessary under previous regulations—provided the discrepancy was ascertained after office hours—to detain the vessel until an export pass for the deficiency could be made at the Town Custom House on the following day, thus entailing a delay of probably 24 hours in the steamer's departure. Seeing this the Committee at once welcomed the suggested concession, and by the Commissioner of Customs' Notification No. 5015 of 15th September, 1887, the preventive officer at the Prince's Dock was

authorised to give permission to complete loading in cases such as that instanced.

As an impression appeared to prevail with some members of the Chamber that when a vessel having taken on board a part cargo in the stream, went into dock to complete loading, it was incumbent on shippers to make a second pass note for the portion shipped in dock, the Committee, after reference to the Collector, considered it advisable to circulate a copy of the Custom House standing order on the subject which explicitly states that the procedure is not required.—(*Appendix* EE.)

SUNDAY WORKING OF SHIPS AND STEAMERS.

In May last the Karachi Chamber of Commerce asked for the support of this Chamber in suggesting to Government the desirability for working purposes of altering the existing mode of computing Sunday, which is from midnight on Saturday to midnight on Sunday, to, from 6 a.m. on Sunday to 6 a.m. on Monday. Your Committee, however, saw no advantage to be gained from disturbing the regulations at present in force, which work well and are not objected to by either shippers or ship agents, and they replied to the Karachi Chamber accordingly.—(*Appendix* FF.)

ENFORCEMENT OF THE NEW TARIFF ACT.

A number of firms in the Wine and Spirit trade made a representation to the Chamber of the grievance they conceived had been inflicted upon them by the manner in which the New Tariff Act had been brought into force by the Bombay Custom House authorities on 14th January last. The Act was passed into law in Calcutta on the

afternoon of that date, but the Collector of Customs, acting in conformity with a notification of Government, claimed payment of the enhanced scale of duty on all applications to pass spirits out of bond from the time the Custom House was open for business on the morning of the 14th. The previous day having been a Custom House holiday, the firms concerned contended that the higher duty should not have been enforced before the actual passing of the Act, especially as provision was made for admitting on the old scale of duty any spirits shipped from Europe before the Act was passed. The Committee brought the matter to the notice of the Revenue Department of the Government of India, but regarding the very full explanations furnished in reply as perfectly justifying the action of the Bombay Custom House officers, merely passed on a copy of same to the firms interested.—(*Appendix* GG.)

ALLEGED PRACTICE OF PRE-DATING BILLS OF LADING IN BOMBAY.

A letter was received from the Liverpool Corn Association, Limited, in July last requesting that the influence of the Chamber should be exerted to put a stop to a practice which they alleged existed in Bombay of pre-dating bills of lading. The Committee circulated the communication to the members of the Chamber, but being unaware of the existence of any such practice declined to take further action in the matter; and in replying to the Liverpool Corn Trade Association expressed their surprise that so serious an allegation should have been put forward without any attempt at substantiation.—(*Appendix* HH.)

REDUCTION OF PORT TRUST DUES.

When the Port Trust Budget estimates came on for discussion in the beginning of the year, your Committee, having ascertained, through the representatives of the Chamber, that the revenues of the Trust, notwithstanding previous reductions in rates, still continued to show a large surplus over expenditure, addressed the Trustees advocating a further abatement of dues and charges. Pointing out that although rates had been reduced during the previous year to the extent of about 4½ lakhs, the rapid increase in the volume of trade looked like adding close upon 2 lakhs to the Reserve Fund, which on 31st March, 1886, already stood at the large sum of 13 lakhs, the Committee recommended the following reductions :—

A reduction of ½ pie per ton in dock dues on square-rigged vessels, say... ... ...Rs.		20,000
Do. do. of 1½ annas per package on Piece-goods and Yarns, both import and export, say ... ... „		75,000
Do. do. of 2 annas per ton on Wheat and Wheat-flour exported, say ... ... „		80,000
Do. do. of 1 anna per ton on Oil-seeds exported, say ... ... „		26,000
		Rs. 2,01,000

The Chamber's representations received prompt recognition from the Trustees, and the Special Committee appointed to revise the estimates came to the conclusion that the coming year's operations would leave a surplus in revenue over expenditure of Rs. 2,29,260, on the strength of which they recommended the following alterations :—

	Present Rate.	*To be reduced to*
Dock dues on square-rigged vessels	...1½ pies per ton per diem...	1 pie per ton per diem
Cranage at Prince's Dock..	For each 1½ ton crane per day or per night Rs. 7½.	Rs. 5.
Do.	...For each 1½ ton crane per half day or half night Rs. 3¾...	Rs. 2½.

Prince's Dock—Wharfage Rates on	*Present Rate.* Imports.	Exports.	*To be reduced to* Imports.	Exports.
	As. p.	As. p.	As.	As.
Piece-goods	5 6	4 6 per bale...	4 per bale.	3 per bale.
Twist Yarn... ...	5 6	3 9 „ ...	4 „	2¼ „
Grain	10 0 per ton ...	...	8 per ton on Exports	
Flour	10 0 „ ...	...	8 „	„ [only.
Oil-seeds	12 0 „ ...	...	11 „	„
	Per ton.	Per ton.	Per ton.	Per ton.
	Rs. a.	Rs. a.	As.	Rs.
Sugar and Sugar-candy ...	1 0	1 6 ...	14	1¼
Machinery up to ¼ of a ton.	1 8 Import & Export...		1 4 Import & Export.	
Do. over ¼ and not exceeding 1½ tons ...	2 0 „		... 1 10	„
Do. over 1½ tons and not exceeding 5 tons	2 4 „		... 1 14	„
Do. over 5 and not exceeding 8 tons ...	2 12 „		... 2 4	„
Do. over 8 and not exceeding 11 tons.	4 12 „		... 4 0	„
Do. over 11 and not exceeding 15 tons.	7 8 „		... 5 0	„
Do. over 15 and not exceeding 100 tons.	7 8 „		... 7 8	„
Wharfage Rates at Port Trust Bandars.				
	As.		As.	
Piece-goods, Cotton ...	1¼ per bale ...		... 1 per bale.	
Twist and Yarn	1½ „ ...		... 1 „	[only.
Grain	4 per ton ...		... 3 per ton on Exports	
Flour	4 „ ...		... 3 „	„
Seeds, Oil	6 „ ...		... 5 „	„
Sugar and Sugar-candy ...	10 „ ...		... 8 per ton.	
Boilers, Machinery, Railway Plant and Materials —up to ¼ of a ton ...	8 „ ...		... 6 „	
Over ¼ and not exceeding 8 tons	12 „ ...		... 10 „	
	Rs. a.		Rs. a.	
Over 8 and not exceeding 100 tons	1 8 per ton		... 1 6 per ton.	

These reduced rates, as also the following additional abatements, were duly sanctioned by Government to take effect from 1st April, 1887, and your Committee believe that the ascertained results of the working of the Trust for the past nine months warrant the alterations. Should the exceptional inactivity in trade during the past few months lead to a slight deficit, the Committee do not consider it should be regarded as of any importance, as a return to a brisker trade will probably soon justify a demand for a further revision of rates :—

	Present Rates.			Proposed Rates.		
	Dock Import.	Wharfage Export.	Bandar Wharfage, Import and Export.	Dock Import.	Wharfage Export.	Bandar Wharfage, Import and Export.
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
1 Alum, per ton ...	2 0 0	2 0 0	0 12 0	1 4 0	1 4 0	0 8 0
2 Cement, per ton ...	1 8 0	1 8 0	0 8 0	1 2 0	1 2 0	0 6 0
3 Coffee, per ton ...	2 0 0	1 8 0	0 12 0	1 8 0	1 4 0	0 8 0
4 Ghee, per ton ...	2 8 0	2 8 0	1 0 0	1 12 0	1 12 0	0 12 0
5 Ginger, dry, per ton	2 0 0	1 8 0	0 12 0	1 8 0	1 4 0	0 8 0
6 Olibanum, per ton.	2 8 0	2 0 0	1 4 0	1 12 0	1 8 0	0 12 0
7 Jagree, per ton ...	1 13 0	1 13 0	0 8 0	1 2 0	1 2 0	0 6 0
8 Mats of sorts, foreign (per pkg. of 50)	0 8 0	0 8 0	0 2 0	0 5 6	0 5 6	0 1 6
9 Silk, raw, per case or bale	0 10 0	0 10 0	0 4 0	0 8 0	0 8 0	0 3 0
10 Spices, per ton ...	2 0 0	1 8 0	0 12 0	1 12 0	1 8 0	0 10 0

In August last some of the shippers of Cotton Waste, Fly and Droppings asked for the intervention of the Chamber to get the rates on these articles reduced to the same level as Raw Cotton. Your Committee, recognising the fairness of the claim, addressed the Port Trustees on the subject, and the alteration was at once made, these articles being now enumerated in the scale of charges on the same basis as Raw Cotton in bales.—(*Appendix* I I.)

PRINCE'S DOCK EXTENSION.

Rapid progress has been made with the construction of the new Dock during the year. Up to 31st December the sum of Rs. 40,84,033 has been paid to the contractors against the original estimate of Rs. 42,49,353. Should nothing of an adverse character interfere with the work, it is confidently hoped that the new Dock will be completed and opened for traffic early in April.

LOSS IN WEIGHT ON SHIPMENTS OF IRON TO BOMBAY.

On behalf of certain of their members, shippers of iron to this port, the London Chamber of Commerce addressed

this Chamber in June last asking if any light could be thrown on the cause of serious and continuous short outturn in the weights of iron landed in Bombay, the certified returns of the Port Trust, it was stated, frequently showing a deficiency of 2 to 3 per cent. as compared with the weights invoiced and checked at the port of shipment. Your Committee instituted careful enquiries on the subject amongst the leading importers of iron, both personally and by circular, but they were unable to discover the slightest cause for questioning the correctness of the Port Trust weighments. The deficiencies complained of, moreover, were found to be confined almost entirely to one particular description of iron, thus affording strong proof that they originated on the other side. The letter of the London Chamber was replied to accordingly.—(*Appendix* JJ.)

PRICES OF FOOD GRAINS, &c., QUOTED IN THE *GOVERNMENT GAZETTE*.

In consequence of a representation from the French Consul, whose quotations for Wheat obtained from the weekly prices current of the Chamber had been called in question by the French Foreign Office owing to their disagreement with the rates given in the *Bombay Government Gazette*, the Committee considered it incumbent upon them to call the attention of Government to the unreliable and incorrect character of the monthly prices published under their authority. Taking the *Government Gazette* of 13th January, 1887, for instance, the following remarkable discrepancies were apparent:—

	Government Gazette Rate.								Market Rate.			
	Rs.	a.	p.		Rs.	a.	p.		Rs.	a.	p.	
Wheat.....	4	9	3	per maund	= 6	3	8	per cwt.	4	5	0	per cwt.
Flour, 1st sort	9	6	0	,,	=22	5	3	bag of 196 lb.	11	8	0	bag of 196 lb.
Do. 2nd sort	6	4	0	,,	=14	14	2	,, ,,	10	0	0	,, ,,
Linseed.....	4	4	7	,,	= 5	13	4	per cwt.	6	6	6	per cwt.

These discrepancies, as the Committee imformed Govern-

ment, do not concern merchants on the spot, as they are in a position to obtain reliable prices for themselves, but they may prove most misleading to people at a distance, and still more if taken as the basis of calculation in relation to financial or currency questions. In reply to this the Government favored the Chamber with a report of the Superintendent of Markets explaining how the prices had hitherto been obtained. The system in vogue was to obtain from the Crawford Markets daily minimum and maximum retail rates and from dealers what was supposed to be minimum and maximum wholesale rates, and at the end of the month strike an average of the whole. The result of course, as the Committee pointed out, was neither a correct average of wholesale nor retail prices, nor would the mode said to be adopted explain the erratic character of the quotations as shown by the comparisons instituted by the Chamber. After some further correspondence, Government requested the Chamber to suggest a means by which more reliable figures might be obtained, and your Committee advised that a separate table should be appended to the monthly Gazettes giving prices of leading articles of food grains, &c., to be supplied by the Chamber. This suggestion, however, has not yet been adopted, and the *Gazette* continues to furnish monthly a series of prices which, so far as Bombay is concerned, are incorrect in almost every particular.—(*Appendix* KK.)

ARBITRATIONS SUBMITTED TO THE CHAMBER.

In twenty-three cases where the original arbitrators have been unable to agree, the Committee, under the Chamber's Rules for Piece-Goods Arbitrations, have appointed umpires, and as no complaints have been made regarding the

decisions, it may be inferred that the system continues to give satisfaction to the trade.

An important dispute regarding the fulfilment of an indent for prints was referred to the Chamber by the disputants, the United Merchants Co. of Bombay and Messrs. Galbraith & Co. of Manchester. In accordance with the rules the matter was left to the decision of a Special Arbitration Committee consisting of Mr. C. T. Meili as a member of the Committee of the Chamber, Mr. C. Macdonald, and Mr. A. Abercrombie. The report of these gentlemen having been approved by the general Committee, a verdict in accordance therewith was delivered to the parties concerned.

The Committee would take this opportunity of calling the special attention of members and indeed of all interested in the trade of Bombay to the facilities which the arbitration rules of the Chamber offer for the rapid and inexpensive settlement of disputes involving trade questions. Under a carefully considered code of regulations adopted at a general meeting held on 3rd August, 1880, any dispute involving or affecting the custom of trade in Bombay will be settled by a special committee appointed by and subject to the supervision of the Chamber, provided the parties interested by mutual consent agree to abide by the decision. The disputants do not require to be members of the Chamber, so that the entire mercantile community have thus at their disposal an open tribunal of commerce which, if more widely known and availed of, might materially diminish the enormous extent of costly and vexatious trade litigation which prevails.

CHAMBER'S LIBRARY.

For the information of members, the Committee have considered it advisable to append to this report, in catalogue

form, a list of the numerous circulars, newspapers, reports, books, and works of reference which are always available for use in the rooms of the Chamber on application to the Secretary.—(*Appendix* LL.)

OPINIONS AND DECISIONS OF THE COMMITTEE ON SHIPPING AND OTHER MATTERS.

The Committee during the year have as usual replied to a considerable number of enquiries as to trade usage and custom of the port, the following being some of the more important questions dealt with :—

Coal Contracts—definition of the word "about" with regard to quantity.—On 2nd February, 1887, in reply to an enquiry from Messrs, Morarjee Goculdas and Co., the Committee gave it as their opinion that in the absence of any stipulation to the contrary 10 per cent. over or under the quantity mentioned was generally accepted as the margin allowed to sellers of Coal as the equivalent of the word "about" or "thereabouts."

Freight Outwards payable in Bombay.—An enquiry from Messrs. Beyts, Craig and Co. on 12th April, 1887, as to the basis to be taken for converting sterling into rupees for freight payable in Bombay, where the Charter-party or Bill of Lading contained no specific stipulation, was replied to by furnishing them with a copy of the Chamber's revised rule on the subject, to be confirmed at this general meeting.

Rapeseed—the tonnage scale by sailing vessels.—In answer to a reference from Messrs. Finlay, Muir & Co., the Committee considered that in keeping with the new scale for steamers Rapeseed by ships should be taken at the rate of 20 cwt. to the ton.

Freight Inwards payable by approved short sight bills.—The Committee replied to an enquiry from the Captain of

the s.s. "Etna," on 21st May, 1887, that 30 days' sight was a short sight bill within the meaning of the stipulation of his Charter-party.

Readiness to load under Charter.—On 10th June, 1887, Messrs. Louis Dreyfus & Co. were informed that readiness to load under a Charter-party meant that a steamer must be free of inward cargo and ready to take in at all hatches before 5 p.m. of the specified date.

Cotton Fly and Droppings lawful merchandise.—On 20th July, 1887, the master of the ship "Esther Roy" having enquired whether these articles were lawful merchandise, he was answered in the affirmative, provided they were free from oil or other inflammable matter.

Working Days.—In reply to an enquiry from the Agents of the ship "Esther Roy" on 19th July, 1887, the Committee stated that working days mean days in which the weather permits of loading and discharging without danger of damage, and that working days are not running days, Sundays and recognised holidays being excluded.

Timber as lawful merchandise.—A reference on 21st July, 1887, from Messrs. Noonan and Dewjee elicited that timber was lawful merchandise unless the Charter-party contained a stipulation to the contrary.

Iron Rails as lawful merchandise.—Messrs. Killick, Nixon and Co., requested the opinion of the Chamber on 1st August, 1887, as to whether a steamer was bound to accept Iron Rails under a Charter-party as lawful merchandise. The Committee held that if the Charter-party was for "lawful merchandise" Iron Rails would come under that definition but if the wording was "Cotton or other lawful produce," the steamer could not be compelled to accept rails thereunder.

Shipping Orders—time for shipment.—On 25th August,

1887, Messrs. Killick, Nixon and Co. forwarded a shipping order containing the clause "shipment to be completed in eight days," and asked whether Sunday would be counted as a day. On the bare wording of the phrase as shown to them in the skeleton form of order the Committee replied in the affirmative.

Kerosine Oil improper stowage when shipped with other cargo.—Under date of 21st October, 1887, the master of the "Marti Codolar" enquired whether loading Kerosine Oil with other cargo would render the vessel liable for improper stowage. As the answer depended so much on the nature of the other cargo and the terms of the Charter-party, the Committee recommended the captain to take the opinion of a qualified Marine Surveyor, and, if necessary, to lodge a protest before a notary public.

India Rubber Measurement under tonnage scale.—On 23rd November, 1887, The Bombay Company, Limited, asked the opinion of the Committee as to the rate to be computed for tonnage for a quantity of India Rubber shipped by a B. I. S. N. Co.'s steamer under a shipping order containing the clause "per ton Chamber of Commerce Scale," the article at the same time not being in the Chamber's scale. Under the circumstances, and having regard to the fact that the B. I. S. N. Co. adhere to the old tonnage scale of 16 cwts., the Committee considered that 12 cwts. to the ton would be a fair rate to compute, being about the equivalent of the basis at which the article is taken in Calcutta.

Lay Days—commencement of when Sunday intervenes.—A reference from Messrs. Killick, Nixon and Co. and the master of the s.s. "Inchgarvie," dated 14th December, 1887, asked for an opinion as to when the steamer's lay days should begin to count under a Charter-party saying lay days to commence 24 hours after notice, and the notice having been given at 11 a.m. on Saturday. The agents and master of the steamer contended

that the days should be reckoned from 6 a.m. on the Monday following, the Charterers on the other hand claiming to count from 11 a.m. on Monday. The Committee held that the Charterers were right, and that the lay days commenced at 11 a.m. on Monday.

Freight—discount allowed on difference paid in cash.—In reply to an enquiry, dated 24th December, 1887, the Committee informed Messrs. Arthur Levy and Co. that in the absence of any stipulation in the shipping order to the contrary the custom was to deduct 2¼ per cent. on difference of freight paid in cash to cover the saving in interest and insurance, and further, that in event of a shipper putting cargo on board a steamer in excess of the quantity stipulated in the shipping order, he left himself in the hands of the Agents of the vessel and must make the best terms he could with them.

TELEGRAPHIC WEATHER AND CROP REPORTS.

The bi-weekly telegraphic weather and crop reports from eighteen of the leading markets on this side of India were resumed on 4th July, 1887, and continued till after the end of the year. The uncertain character of the weather during the season rendered these reports particularly valuable this year, and during the unseasonable rain-fall at the end of December the advantage of having reliable information as to the damage, if any, done to the growing crops was thoroughly appreciated.

JOINT STOCK COMPANIES.

The following is a list of the Joint Stock Companies registered in Bombay during 1887 under the Indian Companies' Act VI. of 1882. It will be perceived that they are

only 13 in all, with a total nominal capital of Rs. 49,80,000, as compared with 30 companies registered in 1886, with a nominal capital of Rs. 1,39,15,000. These figures are the more remarkable from the fact that the past year has on the whole been favorable from an industrial point of view. Our leading local industry—Cotton spinning and weaving—has unquestionably yielded handsome profits, yet only four new mills appear in the list.

Names.	Nominal Amount of Capital.
Indian Railway Feeder Lines Co., Limited	1,00,000
Cutch Mandvie Steam Navigation Co., Limited	2,00,000
Kaiser-i-Hind Fire Insurance Co., Limited...	12,50,000
Jubilee Manufacturing Co., Limited	7,00,000
Geyer and Co., Limited	50,000
Agri-Horticultural Association of Western India, Limited..	10,000
Jubilee Steam Agricultural and Tramway Co., Limited ...	3,00,000
English Press and Manufacturing Co., Limited	1,00,000
New Prince of Wales Press Co., Limited	3,00,000
Lord Reay Manufacturing Co., Limited	8,00,000
Bombay National Manufacturing Co., Limited	7,00,000
Venishunker Lukmishunker Cotton Mill Co., Limited ...	4,50,000
Lanowli Co-operative Society, Limited	20,000

ELECTION OF PORT TRUSTEES.

The term of office of two of the Chamber's representatives on thePort Trust, the Honorable Mr. F. Forbes Adam and Mr. J. Y. Lang, expired on 31st March, but on being ballotted for on the 8th idem, they were re-elected unopposed. At the same time a ballot took place for a Trustee to act in the place of Mr. F. D. Parker, who had obtained six months' leave of absence, resulting in the election of Mr. J. G. Smith, Mr. H. W. Uloth being the only other candidate. Mr. Parker's leave of absence having expired on 29th September he ceased under the provisions of the Port

Trust Act to be a Trustee, thereby necessitating a fresh election for the substantive appointment. At a ballot taken on 14th October when Mr. J. G. Smith and Mr. M. C. Turner were candidates, the former gentleman was re-elected.

EXHIBITIONS.

Liverpool Jubilee Exhibition of 1887.—The intimation that this Exhibition would be opened in May only reached the Committee through the local Government, at the beginning of April, too late to admit of the preparation of exhibits to represent the Chamber.

Brussels Exhibition of Science and Literature, 1888.—An invitation for the Chamber to be represented at this Exhibition has been forwarded through Government, and it will be for the incoming Committee to decide whether they will forward exhibits of the raw products exported from Bombay.—(*Appendix* MM.)

HOLIDAYS FOR 1888.

According to the Custom which has now become established, the Committee authorised the Chairman to represent the Chamber on the Committee appointed by Government to fix the holidays under the Negotiable Instruments Act, and the list submitted having been approved by Government, has, in conjunction with the list of the holidays under Charter Parties, been printed and circulated to members.

STATISTICAL STATEMENTS.

A list of the quotations of Exchange, freight, prices of principal articles of import and export compiled from the

quotations issued weekly by the Committee during the year 1887, and also statements showing the quantity and value of the principal articles of merchandize exported from and imported into Bombay and all India during the same period, will be found in *Appendix* **NN**.

RETURNS OF RAINFALL.

These returns showing the weekly rainfall at the stations on the lines have been regularly supplied to the Chamber by the G. I. P. R. and B. B. and C. I. R. Companies during the past season. The thanks of the Chamber are due to the Agents of the Railway Companies for so courteously complying with the wishes of the Chamber in this respect.

A most valuable rainfall and weather return started with the commencement of last monsoon by the Director of Agriculture, Bombay, has been supplied to the Chamber, but while of great use as a reliable record, it is of little service to merchants from the delay attending its publication.

AFFAIRS OF THE CHAMBER.

The number of members on the Chamber's list is 59. Two members resigned during the year and one new member joined. The funds of the Chamber show an increase on the year of Rs. 6,441-10-11. The bulk of this is derived from cotton measurement fee account, which is in excess of last year and considerably the largest on record. There has also been a material increase in the returns from publications sold.

STATEMENT showing the total Measurement of Bales and Miscellaneous Packages, with Receipts, Expenditure, &c.

Year ending.	No. of Bales Measured.	Receipts.	Expenditure.	Surplus Receipts.	Excess of Expenditure.
From 18th May 1870 to 30th November 1872	Not recorded	Rs. 52,215	Rs. 36,315	Rs. 15,900	Rs. ...
From 1st December 1872 to 30th November 1873	1,086,577	16,995	15,291	1,704	...
Year ending 30th November 1874	1,402,379	21,707	18,986	2,721	...
Do. 30th Nov. 1875	1,474,470	23,039	22,009	1,030	...
Do. 30th Nov. 1876	1,240,034	19,375	22.355	...	2,980
Do. 30th Nov. 1877	1,101,318	18,324	21,561	...	3,237
Do. 30th Nov. 1878	1,040,961	20,837	23,287	...	2,450
Do. 30th Nov. 1879	887 100	28,808	20,140	8,668	...
Do. 30th Nov. 1880	1,163,545	33,219	20,084	13,135	...
Do. 30th Nov. 1881	1,313,592	25,177	24,029	1,147	...
Do. 30th Nov. 1882	1,892,796	33,225	24,757	8,468	...
Do. 30th Nov. 1883	1,852,047	33,792	25,605	8,186	...
Do. 30th Nov. 1884	1,814,986	33,404	22,604	10,800	...
Do. 31st Dec. 1885	1 402,845	29,482	24,385	5,097	...
Do. 31st Dec. 1886	1,748,856	32,893	21,582	11,310	...
Do. 31st Dec. 1887	1,845,446	35,933	20,017	15,916	...

STATEMENT showing the number of Miscellaneous Packages only, with Receipts therefrom measured during the last ten years.

Period.	Number of Packages.	Receipts.		
		Rs.	a.	p.
1st Dec. 1877 to 30th Nov. 1878	89,327	2,791	7	6
1st ,, 1878 to ,, 1879	155,886	7,980	2	0
1st ,, 1879 to ,, 1880	165,182	10,317	10	0
1st ,, 1880 to ,, 1881	108,271	6,766	15	0
1st ,, 1881 to ,, 1882	100,106	6,256	10	0
1st ,, 1882 to ,, 1883	115,909	7,244	5	0
1st ,, 1883 to ,, 1884	117,665	7,354	1	0
1st ,, 1884 to 31st Dec. 1885	169,320	11,207	8	0
1st Jan. to ,, 1886	159,697	9,981	1	0
1st ,, to ,, 1887	189,273	11,829	9	0

Your Committee have now only to tender their thanks to the members of the Chamber for their ready attention to all matters on which they have had occasion to consult them; and to express their acknowledgments to His Excellency the Governor-General of India in Council, and to His Excellency the Governor of Bombay in Council for the courtesy and attention with which their representations have on all occasions been received.

APPENDIX A.

BALANCE SHEET OF THE BOMBAY CHAMBER OF COMMERCE.—From 1st January to 31st December, 1887.

Dr. Cr.

		Amount.				Amount.	
To		Rs. A. P.	Rs. A. P.	By		Rs. A. P.	Rs. A. P.
Rent ..... Rs.	3,120 0 0			balance on 31st December 1886		....	50,918 2 9
Less amount charged to Millowners' Association „	720 0 0			Subscriptions ..... Rs.	10,815 0 0		
		2,400 0 0		Less amount written off for bad debts ..... „	26 4 0		
Printing—						10,788 12 0	
Miscellaneous Papers ..... Rs.	462 4 0			Publications ..... Rs.	14,162 2 6		
Annual Report for 1886 ..... „	1,964 0 0			Less amount written off for bad debts ..... „	33 12 0		
		2,426 4 0				14,128 6 6	
Advertisements		200 8 9		Measurement Fee Account—			
Law Charges		160 0 0		Measurement Fee Receipts.. Rs.	35,933 15 9		
Newspapers and Books		1,018 3 1		Less salaries to measurers, callier men, &c. ..... „	20,017 1 10		
Office Salaries, Postage and Receipt Stamps, Petty Charges, &c.		12,882 10 11				15,916 13 11	
Telegrams		969 9 0		Interest on Fixed Deposits and on Government paper		2,169 2 2	
Stationery		123 14 6		Miscellaneous Receipts for copies of Tonnage Scale, Duplicate measurement certificates, &c.		175 4 7	
Statistical establishment for preparing Daily and Weekly Trade Returns, Manifests, & other Statistics & Stationery. Rs.	6,034 2 0			Millowners' Contribution to the Chamber's Statistical Department		1,200 0 0	
Printing do. ... „	10,604 8 0			Balance of receipts over expenditure on Arbitration Fees		155 0 0	
		16,638 10 0					44,533 7 2
Millowners' Association, Establishment, Wages for Clerks and Sepoys		972 0 0					
Auditor's Fee for the year ending 31st December 1887		100 0 0					
Telephone Company from 1st March 1887 to 29th February 1888		200 0 0					
			38,091 12 8				

cc 10

Funds of the Chamber as under:—								
Fixed Deposit Receipts of the Chartered Bank of India, Australia and China, bearing interest at 5 per cent. per annum.....	43,000	0	0					
Balance of a fixed deposit receipt in the Oriental Bank (in liquidation) for Rs. 13,000	1,625	0	0					
Cost of 4 per cent. Government paper for Rs. 5,000	4,692	12	0					
Bank of Bombay Current Deposit account	5,523	2	6					
Cash in hand	125	0	0					
Bills for subscriptions and publications for December not recovered	2,393	15	2					
				57,359	13	8		
Total Rs.....	....			95,451	9	11	Total Rupees....	95,451 9 11

Examined and found correct.

N. S. SYMONS,
Auditor.

Bombay, 17th January, 1888.

APPENDIX B.

MERCHANDISE MARKS BILL.

CHAMBER OF COMMERCE, MANCHESTER, *27th January*, 1887.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—*False marking of lengths on piece-goods for India.* I had the honor of receiving in due course your letter of the 24th November, 1886, dealing with the above subject, and think it desirable to keep you advised of the further operations of the Chamber in the same direction.

The enclosed cutting from the *Manchester Guardian* of the 25th inst., will show you that on the preceding day a meeting had been held at these offices, consisting of certain Directors of the Chamber, as well as of representatives of firms engaged in the Indian trade, for the purpose of adopting or otherwise an amended declaration prepared by the Committee, which declaration, you will observe, differs only slightly in its terms from the first declaration to which some thirty firms had affixed their signatures.

You will also notice that the date for the coming into operation of the agreement has been extended to the 1st May next.

I may further mention, that the 29th of this month has been fixed for the withdrawal of the declaration and also for the decision of the various signatories whether they will allow their respective signatures to remain.

By the end of this month, therefore, we shall know the total number of firms who are willing to abide by the declaration.

The newspaper note will also inform you that the Chamber passed a resolution adopting a memorial—copy of which will be found at foot—which has already received the signatures of all the most important Indian firms in Manchester, including, of course, many who have signed the voluntary declaration, and I am to express a hope that your Chamber may see its way to support the object set forth in the memorial.—I remain, &c.,

J. FOX TURNER, Secretary.

BOMBAY CHAMBER OF COMMERCE, *9th February*, 1887.

The SECRETARY, BENGAL CHAMBER of COMMERCE, Calcutta.

DEAR SIR,—I am desired by the Committee of the Chamber to ask you if you will be so good as to favor them with a copy of the reply (if any) which has been sent by your Chamber to the memorial of the principal Indian

merchants in Manchester, advocating legislation in India on the lines of Act 25 and 26, Victoria, with a view to suppressing the practice of false stamping of piece-goods. —I am, &c.,

JOHN MARSHALL, Secretary.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 11*th February*, 1887.

The SECRTARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—With reference to the question of the steps to be taken to suppress the evil of stamping piece-goods wrongly or incorrectly as to their lengths, I am to hand you copy of a letter addressed by this Chamber to the Manchester firms, who recently suggested that merchants in India should move the Indian Government to pass an Act similar to 25 and 26, Vic. Cap. 88, Sections 7, 8, and 13.

The Committee of this Chamber have heard that the suggestion that the British imperial yard of thirty-six inches be declared the standard of length in British India has been referred by Government to the various administrations and the departments concerned. The Committee consider it advisable before taking further action to await the result of such reference, and trust that this course will recommend itself to your Chamber.—I am, &c.,

S. E. J. CLARKE, Secretary.

(Copy.) BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 8*th February*, 1887.

Messrs. GLAZEBROOK, STEEL AND Co., Manchester.

DEAR SIRS,—The Committee of this Chamber have considered the representation dated 18th November, of the Manchester firms engaged in the Indian trade, and direct me to reply as follows :—

The representation suggests that this Chamber and the mercantile community of this city should move the Legislature of India to pass an Act similar to Act 25 and 26, Vic. Cap. 88, Sections 7, 8, and 13, with a view to effectually suppressing the evil of marking goods for India in a way that is calculated to deceive buyers as to the true lengths of pieces. I am to point out that this Chamber has succeeded in securing the adhesion of the Chambers of Commerce at Bombay, Madras, Rangoon and Kurrachee to a movement having for its object the legislative sanction of the British imperial yard of thirty-six inches as the standard of length for British India. All the Indian Chambers have now memorialised the Government of India in this sense, and the matter has been referred to the various administrations and departments for opinion with a view to some action being taken.

Meantime the Committee understand that Cap. 88, Sections 7, 8, and 13 of 25 and 26, Vic., though covering the evil of which complaint has

been made, is practically imperative in England. The possibility of this being urged in reply to any such recommendation as that suggested in the representation of 18th November will not have escaped your attention and that of your co-signatories to that document. Much can be done in England to deal with the evil in the direction of making the English Act or an amended Act workable.

In India the position appears to be that the only provision of the Indian Penal Code under which any person can be punished for putting incorrect marks as to lengths on piece-goods or otherwise is that directed against cheating. The definition of cheating though wide require an intention to deceive and to cause a person to do something which otherwise he would not have done. The Committee of this Chamber are of opinion it would be very difficult to obtain a conviction for cheating in the case of piece-goods bearing a wrong or incorrect stamp of length, as it would be necessary to prove affirmatively that a person selling piece-goods incorrectly stamped—and so incorrectly stamped in England—knew that the goods measured, in fact, less than the length indicated by the stamp. Only upon such proof being given, could the seller be said to have deceived the purchaser fraudulently or dishonestly. It must be apparent that it will be next to impossible to procure this proof in the case of goods in long lengths, folded and which arrive in bales or cases, and the opening of a piece of which for the purpose of measuring it would be to depreciate it in the market.

The difficulty which here presents itself would not be got over by the passing of an Act similar to Cap. 88, 25 and 26, Vic., although the passing of such an Act might help in the direction of putting down the practice of wrongly marking cotton goods, for the proof of knowledge on the part of the seller would still be necessary and in the majority of cases would be impossible to give.

In order to suppress the practice of selling piece-goods marked with incorrect lengths special legislation would be required making it an offence for any person to sell goods so stamped unless enquiry should have ascertained that the length was incorrectly stamped. Further as India has no legal standard of length, it would be necessary that any Act which might be passed with this object should contain a provision that the word "yard" should in all cases be taken to mean the English standard yard of thirty-six inches measured in a prescribed way.

Again the Legislature might reach its purpose more directly by a measure of law making it illegal to import into India goods incorrectly marked as to their lengths, and making such goods liable to confiscation.

But the Committee of this Chamber are of opinion there would be very great difficulties in the way of the Indian Legislature passing such Acts. Practically, however, the legal sanction of the English standard yard of thirty-six inches as the standard of length for British India will go a very great way towards stopping the importation of short length piece goods. Holding this view the Committee consider that it will be advisable to await a reply from Government to the representation already submitted before moving further on the matter.—I am, &c.,

S. E. J. CLARKE, Secretary.

BOMBAY CHAMBER OF COMMERCE, *9th March*, 1887.

The MEMBERS of the CHAMBER of COMMERCE, Bombay.

GENTLEMEN,—The Special Committee appointed at the Annual General Meeting of the Chamber on 31st January, to consider the question of the false stamping of piece-goods, have, after careful consideration, passed the following resolution :—

"That it is not desirable to take further action for the purpose of promoting legislation to deal with the false stamping of piece-goods."

In view of this decision, the Committee do not think it necessary to convene a General Meeting of the Chamber in terms of Mr. Beaufort's original motion.—I have, &c.,

JOHN MARSHALL, Secretary.

CHAMBER OF COMMERCE, KARACHI, *10th January*, 1887.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am desired by my Committee to enquire—with the view to a common opinion being expressed on the subject—the action your Chamber purpose taking in regard to the representation made by Messrs. Glazebrook, Steel & Co. of Manchester, supported by Manchester Merchants, *re* the fraudulent stamping of cotton piece-goods.

This Chamber is of opinion that a Legislative Act in India to prohibit the *false stamping* of goods, seems to be a desirable measure, but an enactment to make the *selling* of falsely stamped piece-goods punishable, would not, it appears to the members, effectually check the evil. A control under a similar Act exercised on importations of the goods into the country, would considerably hamper this important trade, while to punish or fine the retail seller would, in most cases, lead to the punishment of the wrong party.

The root of the evil, the members think, lies entirely in the false stamping of the goods in Manchester, and only there can it be checked.

The Chamber, therefore, while entirely agreeing with the merchants of Manchester that the practice of falsely stamping and selling falsely stamped goods, is exceedingly detrimental to fair and legitimate trade, cannot concur in their opinion that the remedy lies in an Indian Act to punish the selling of such falsely stamped goods.

Awaiting an early reply,—I am, &c.,

HARRY W. BROOKS, Secretary.

BOMBAY CHAMBER OF COMMERCE, *9th March*, 1887.

The SECRETARY, CHAMBER of COMMERCE, Karachi.

DEAR SIR,—By direction of my Committee I delayed replying to your letter of 10th January on the subject of the "False Stamping of Piece-goods," pending the decision of a Special Committee of the Chamber appointed to consider the subject at the last Annual General Meeting held on 31st idem.

The Special Committee having come to the conclusion that it is not advisable to take further steps with a view to promoting special legislation for dealing with the false stamping of piece-goods, I am directed to inform you that this Chamber will not move further in the matter at present.—I am, &c.,

JOHN MARSHALL, Secretary.

APPENDIX C.

RAILWAY OR INLAND CARRIERS RECEIPTS ACT.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 30*th April*, 1887.

To JOHN MARSHALL, Esq., Secretary, Bombay Chamber of Commerce.

DEAR SIR,—I beg to hand you herewith copy of this Chamber's letter to the Government of India on the subject dealt with in your communication of 11th November last—the placing of Railway receipts on the same legal footing as Bills of Lading.—Yours, &c.,

S. E. J. CLARKE, Secretary.

(Copy.) BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 29*th April*, 1887.

From the SECRETARY to the CHAMBER of COMMERCE to the SECRETARY to the GOVERNMENT of INDIA, Public Works Department, Railway Traffic.

SIR,—In reply to your No. 67, R.T., of 15th January last, regarding the existing Law relating to Railway receipts in India, I am to say that this Chamber is generally in favor of the proposals set out in the letter of the Bombay Chamber of 10th November last. They can see no reason why Railway receipts should not be placed on the same footing as Bills of Lading. Small parcels and packages could be covered as now by Parcels Receipts.—I have, &c.,

S. E. J. CLARKE, Secretary.

No. 557 R. T.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY TRAFFIC.

SIMLA, 17*th May*, 1887.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter dated the 10th November, 1886, furnishing the views of the Bombay Chamber of Commerce regarding the advantages that would accrue both to the public and the various

railway administrations if railway receipts were placed on the same footing as bills of lading, I am directed to inform you that a copy of your letter, together with a copy of all the connected correspondence on the subject, is being transmitted to the Secretary of State for discussion of the question with the Boards of Directors of the Indian Railway Companies. The Agents of the Railway Companies in India have been requested to communicate their views on the subject direct to their Boards of Directors, and on the receipt of the reply from Her Majesty's Secretary of State for India the matter will have the further attention of the Government of India.—I have, &c.,

R. GARDINER, Captain, R.E.,
Offg. Under-Secretary.

APPENDIX D.

INDIAN BANKRUPTCY BILL OF 1886.

SINCE my return from furlough I have had a full opportunity of carefully considering the provisions of the proposed Bankruptcy Bill. My experience of the working of the existing law covers a period of over nineteen years. The result of a close study of the pending Bill, assisted by this long experience of the working of Bankruptcy law in India, compels me to arrive at the conclusion, that such a measure as is here contemplated, would, if passed into law, prove for all practical purposes unworkable.

2. The existing Act is in many respects old fashioned and defective. But in consequence of copious interpretation by the Courts, and the general accurate knowledge of its established practice, the Act, on the whole, works economically, and fairly efficiently. The chief defects consist, in the first place, in the absence of sufficient powers of summary discovery and seizure of property. And secondly, in the waste of the estate assets, through the obligation imposed upon creditors, of proving insolvency claims in Court. Were the Official Assignee to be armed with large powers of summary search and seizure, safe-guarded at the same time by immunity from the liability to suit for all *bona fide* acts performed in the discharge of his official duties, and were the expenditure in Court to be reduced, by enabling the Official Assignee, instead of the Court, to decide all questions of the administration and distribution of assets, as well as the proof of claims, there would be no necessity to pass a new Bankruptcy Act. At the same time, in order to render the Bankruptcy Law still more efficient, it would be essential to pass an Act analogous to the English Bills of Sale Act; an Act for the compulsory registration of Partnership; and an Act for regulating *benami* transactions. The ostensible owner of property in all cases of Bankruptcy should be held in law to be the real owner.

3. The proposed Bill is no improvement on the existing law. On the contrary, it exaggerates the defects of the present Act. The machinery is far too elaborate, complex and costly, ever to admit of its being economically or usefully adapted to the administration of Bankruptcy estates in India. It is doubtful whether the Bankruptcy Act of 1883 has proved a success even in England. Too short a time has elapsed since it became law, adequately to test the efficiency of its operation. But whether successful or not in England, I am fully convinced that it would prove a disastrous failure in India. The social conditions of the two countries are to a great extent antipodial. It would be hardly prudent to make so sweeping a change in the law, based upon an analogy of social condition, which has no existence in fact.

4. The proposed Act would be unsuited to India for many reasons. The costs and expenses of working the Act would be largely in excess of those at present incurred. The constant reference to the Court

would in most estates absorb the greater portion, if not the whole, of the assets. The compulsory examination of the Bankrupt in every case, however insignificant, would largely increase the work of the Court. It would be necessary for a Bankruptcy Judge to sit *de die in diem*. To meet this requirement an extra Judge would have to be appointed. The new and onerous duties imposed upon the Official Assignee would necessitate a large increase of his establishment. Under the present Act his duties are confined to the administration of insolvency estates. By the proposed Bill he is required to investigate and report upon the conduct of every insolvent in addition to very many other new and responsible duties. All this means increased costs and expenses either at the hands of Government, or on the part of creditors of Bankruptcy estates. It is essential to the proper working of this Act, that a barrister of experience and standing should hold the office of Official Assignee. It would be impossible for any other than a trained lawyer to fulfil its legal obligation. It would be necessary that the incumbent should receive an adequate salary and should be equipped with a sufficient establishment to perform the duties prescribed by the Bill. The Official Assignee under the provisions of the existing Act must be appointed Assignee of every estate, whether the creditors appoint a Special Assignee or not, (Sec. 14 Indian Insolvent Act). This provision has been abandoned in the proposed Act. The result would be, that a Special Assignee would be appointed in all remunerative estates, whilst those estates involving an equal amount of work and trouble, but utterly unremunerative, would devolve upon the Official Assignee. No responsible barrister would accept this position unless sufficiently compensated and salaried by the Government. The appointment of Special Assignee would in most cases lead to heavy expenditure, fraud and delay. A large number of native creditors are totally illiterate and have no knowledge of English. These would have either to sacrifice their claims or employ professional advisers to represent their interests at the various meetings prescribed by the Act. In this way, in most cases, any possible dividend would be swallowed up in legal expense. The absorption by the Government of all vested estate balances would render the administration of most estates hopeless, as it would be impossible to incur the initial expenses necessary to recover the outstandings in all, save those rare estates, where there is a cash balance at the time of bankruptcy. For these, among many other, reasons which I have to some extent noted in detail when commenting upon the various sections, I am strongly of opinion that the proposed Bill is a retrogressive measure, and will if passed into law prove a very costly and unfortunate experiment for the various commercial communities in India where the Act shall become operative.

5. I now proceed to deal with certain Sections of the Bill in detail. Mr. Macgregor, who acted as Official Assignee during my absence on leave, has written two very full notes on the Bill. I desire to say that I fully endorse the desirability of the adoption of most of these detailed suggestions, if it should be finally resolved to proceed further with the Bill.

SECTION 2 (d).—ACTS OF BANKRUPTCY.

To this list should be added the case where an Insolvent, residing outside the jurisdiction, carries on business through his gomasta,

within the jurisdiction, and through the gomasta commits an act of 'Constructive' Bankruptcy. Under the present Act this has been held to be an Act of Bankruptcy on the part of the Principal. Unless the Act provides for these cases, which are of common occurrence, there will very frequently be a miscarriage of justice. Numerous native mercantile houses are carried on under this system.

SECTION 3.—RECEIVING ORDER.

This will only lead to needless expense and delay. The present law of making an immediate vesting order is far preferable. Any delay in administering Insolvent estates is ruinous to the interests of creditors, as it leads to insuperable difficulties and obstruction in the realization of the assets.

SECTION 4 (b).—JURISDICTION.

At present the Insolvent Court has personal jurisdiction over British born subjects residing outside the local jurisdiction. This should be preserved. The jurisdiction should be amplified rather than curtailed.

SECTION 8 (2).

The Court should have a discretionary power to direct the realization of the secured property through the Court. The secured creditor should rank merely as a preferential creditor for the amount of his debt. The existing practice of realising mortgaged claims through sales by the Official Assignee has proved economical and convenient.

SECTION 9 (1).

How is the Official Assignee to be remunerated?

SECTION 14 (3).

Suppose there are no funds? Judging from my experience, very few estates will have any funds to commence with.

SECTION 14 (4).

Upon payment of the fee prescribed by the Rules of Court?

SECTION 16.—PUBLIC EXAMINATION OF DEBTOR.

It will be a great waste of the time of the Court and will involve heavy costs if a public examination of this character be rendered necessary in every petty Bankruptcy. All matters of this description should be left to the discretion of the Court.

SECTION 16 (5).

Who is to pay Official Assignee's costs when there are no assets? This will be the case in probably 50 per cent. of the Bankruptcies.

SECTIONS 17 AND 18.

All these powers should be vested in the Official Assignee, in order to save costs and other expenses. Otherwise every estate will be eaten up by frequent references to the Court. The due exercise of

these powers should be secured by preserving to creditors full right of appeal to the Court.

SECTION 20.—ADJUDICATION OF BANKRUPTCY.

The existing law is a great improvement upon that contained in the proposed Act, under this heading. Prompt administration is most essential. This will be defeated by the sections relating to *Receiving Order, Public Examination and Adjudication of Bankruptcy.*

SECTION 24.—LETTERS AND TELEGRAMS.

Letters should vest in Official Assignee by operation of law. If application to the Court for an order is a condition precedent, by the time such order is made, the object of the order will in most cases be defeated, as the letters will have been stopped or the address altered.

SECTION 26.—DISCHARGE OF BANKRUPT.

It is undesirable that there should be, as of course, more than one Hearing in Court. Frequent Hearings will involve heavy costs, and also lead to great waste of the time of the Court. The Public Hearing should constitute also the Hearing for the discharge of the Insolvent. Care should be taken to avoid as much as possible all attempt to fetter the discretion of the Court in granting or withholding the discharge.

SECTION 35.—POWER OF LANDLORD TO DISTRAIN FOR RENT.

The existing law gives no such power. There would appear to be no valid reason why the landlord in India should be more favored than other creditors. This power of distraining will, in almost every case, be destructive of all attempts by the Official Assignee to obtain possession of the estate assets. Every possible obstruction to immediate seizure should be removed, if an estate is to be successfully administered. Otherwise, complications will be certain to supervene, and all attempts to secure the estate assets will be defeated.

SECTION 47.—DISCLAIMER OF ONEROUS PROPERTY.

The period for disclaimer is too short. "Within reasonable time" should be substituted for any specific period. It will require in many cases a much longer time to determine whether this onerous property should be disclaimed. The prior sanction of Court will involve costs. How are these to be met by the Official Assignee when there are no assets? Even when there are assets, but of small amount, it would be very undesirable to incur costs in the matter.

SECTION 49.

This compulsory and constant reference to the Court will render a speedy and economical administration of estates an impossibility, even when there are funds in hand sufficient for the purpose. But when there is no money to credit, such reference becomes an absolute bar to all attempts at profitable administration.

SECTION 50.—DECLARATION OF 1ST DIVIDEND WITHIN SIX MONTHS.

This is impossible in most estates, especially in large mercantile estates, or when there is property in the mofussil, or when creditors

reside in Europe. All bankruptcy matters in India are necessarily more protracted than in England. Reference to the Court for extension of time will waste the estate in costs. No arbitrary time should be prescribed by the Act. The Official Assignee should be simply directed to distribute the assets with all reasonable expedition.

SECTION 50 (5).

Instead of a notice to each individual creditor, general advertisements, as under the present Act, should be deemed sufficient notice.

SECTION 51.—DIVIDENDS IN THE JOINT AND SEPARATE ESTATES SHOULD BE DECLARED TOGETHER.

This will prove very inconvenient in practice and will delay a distribution to one class of creditors, without any countervailing advantage to the other class. It may often happen that in mercantile bankruptcies, the separate assets can be well distributed at once, whilst the partnership assets will have to be kept over for a considerable time, to admit of the proofs of creditors, residing out of the jurisdiction of the Court, and the settlement of contested and secured claims.

SECTIONS 59 AND 60.—FUNCTION OF OFFICIAL ASSIGNEE.

Under the present law the duties of the Official Assignee are confined to the administration of Insolvent estates. The new bill imposes upon him the very onerous duty of investigation into the conduct of Insolvents. For these extra heavy duties, cast upon the existing Official Assignees, without their consent, adequate compensation by way of salary ought to be awarded.

At present the Official Assignee, so far at least as Calcutta is concerned, is only required to give a portion of his time to his official duties. But, by the proposed Bill, his duties will monopolise his whole time. Speaking for myself I certainly should never have accepted the appointment, had these duties been imposed by the law then in force.

SECTION 61.

The duties of advertising are now performed by the Chief Clerk of the Insolvent Court. Funds will be required to work this section. It is only in very occasional insolvencies that cash assets come into the hands of the Official Assignee at the commencement of an insolvency.

SECTION 62.—OFFICIAL ASSIGNEE'S REMUNERATION.

This should be provided for by the Act. He should receive an adequate salary for the fresh duties imposed upon him of investigating and reporting the conduct of insolvents, and his commission for the administration should be at the same rate as at present, *viz.*, 5 per cent.,—3 per cent. to be paid on realizations and 2 per cent. on disbursements. This is the principle adopted by the proposed Act for the remuneration of the Special Assignees. Inasmuch as duties of administration are imposed upon the Official Assignee in every estate, whether a Special Assignee be appointed or not, the appoint-

ment of the latter ought not to be allowed to interfere with the Official Assignee's remuneration. Under the present law the appointment of the Official Assignee is obligatory in every Insolvency (Sec. 14 of Indian Insolvent Act) whether a Special Assignee be appointed or not, so that the appointment of a Special Assignee is not allowed to affect the Official Assignee's remuneration. It is only fair and equitable that the present incumbents should at least not be placed in a worse position by the proposed bill.

Section 63.—Auctioneer's Bills, &c.

If this section be retained it would bring the working of the Act to a complete deadlock. The charges here specified amount in many cases to very small sums. In nearly every case the stock-in-trade of an insolvent is sold by public auction. Very often the realization is only a few rupees. The auctioneer deducts his charges and commission, and pays over the balance. The cost of taxation and obtaining the sanction of the Court would in many cases of small insolvencies, more than swallow up these realizations. Even in insolvencies when there are substantial assets, this section would be a heavy and expensive clog in the administration of the estates. This section should be wiped out entirely. The only costs taxable should be those taxable as at present.

Sections 64, 65 and 66.

These sections will prove most prejudical to the interest of creditors. The existing practice is most efficient and economical. All estate moneys are deposited with the Bank of Bengal. Every payment by cheque must be countersigned by the Accountant-General of the Insolvent Court, before the amount can be withdrawn from the Bank. The cash amount retained in the office is limited to Rs. 500. All floating balances, save cash balance require for actual distribution, are invested in Government securities, and the interest applied to the payment of the office and establishment of the Official Assignee's office. The initial expenses incurred in estates, where there is no cash credit, for immediate and necessary expenses, are also in certain cases defrayed from this fund. If these sections are retained, the office and establishment of the Official Assignee's office will have to be maintained out of the *corpus* of those occasional estates which possess funds. This would press very harshly and inequitably upon the creditors of such estates. Or else, the Government must defray the expenses. It is only by dealing with these balances as an aggregate amount, that the investment can be made. There is no scope for separate estate investments, as the funds have to be kept in hand for immediate distribution as soon as they are collected. By the existing practice of investment, as the balance in hand is paid out in dividends, in each estate, this balance is replenished by the payment of assets from fresh incoming estates. In this way, the investments are maintained practically undisturbed. The interest of the aggregate amount of balances is a large and important gain to creditors, as otherwise it would be entirely lost. These sections should be expunged. It is only by maintaining the existing practice that these balances can be utilized and made to return an income, and so preserve the *corpus* of the various estates from having to be

expended in the maintenance of the Official Assignee's office and establishment. This fund will be all the more essential under the proposed Act, unless the Government assumes the responsibility of providing an establishment, as the staff of the Official Assignee will have to be very considerably increased in order to discharge the new duties imposed by the Bill.

SECTION 67.—AUDIT OF OFFICIAL ASSIGNEE'S ACCOUNTS.

These accounts are at present audited by auditors appointed by the Chief Justice from the Comptroller General's Office. There would appear to be no sufficient reason for any change.

SECTIONS 67, 68, 69, AND 70.

All these provisions appear to be quite unnecessary so far as the Official Assignee is concerned. If they are to be complied with, it will be necessary to add very materially to the Official Assignee's establishment, and the Government will have to provide funds for that purpose.

SECTION 71.

This section appears to be unnecessary so far as the Official Assignee is concerned. All these requirements would appear to have been introduced to meet the case of the appointment of Special Assignees. If this be so, they should be confined in their application to such Assignees.

SECTION 74.

All provisions rendering it obligatory to summon meetings of creditors, save under the direct order of the Court, should be struck out of the bill. They will only embarrass and clog the working of the Act.

SECTIONS 77 AND 78.—SPECIAL ASSIGNEES.

These sections should be expunged from the Bill. The appointment of such Assignees in India will only lead to fraud, collusion, expense, and delay. At present this is obviated by the obligation imposed by the existing Act (Section 14) to appoint the Official Assignee in every case. So that, even were a Special Assignee appointed under the present law, all his acts would be subjected to the rigorous scrutiny of his colleague, the Official Assignee. The consequence is, that this power of appointment is for all practical purposes a dead letter. It would, however, be quite different were the proposed provisions preserved. In this event, a Special Assignee would in all probability be appointed in the great majority of the remunerative Insolvencies. The Official Assignee would in consequence be left to work those estates alone in which there were no assets. Under these circumstances it would be impossible to find a professional man of position and standing to accept the office, unless the Government were prepared to convert his office into a salaried appointment. Little or no remuneration would be derived from commission, whilst the work and responsibility would be largely increased in every direction. If this section be retained I feel quite assured that the public, before long, will be compelled by the abuses, which can hardly fail to arise

from the appointment of Special Assignees, to cry out for a speedy change of the law. The whole of these provisions with reference to Special Assignees will be found to work most mischievously in India —at least so far as the interest of creditors is concerned. The various estates will be sacrificed by mismanagement, and eaten up by costs and expense. When finally it becomes too late, the administration will be handed over to the Official Assignee.

Section 85.—Delegation of Powers.

The time of the High Court should be saved as much as possible by the delegation of powers. It would be undesirable in my opinion that this delegation should be made to the Small Cause Courts. A special officer should be appointed for the purpose to be styled either Registrar, or Master, in Bankruptcy. Matters of reference and appeals only should go to the High Court. This would prove a great economy both in time and money.

Section 101.—Small Bankruptcies.

It appears to me to be very undesirable that any arbitrary line should be drawn between small and other Bankruptcies, or that the Act should provide two different kinds of machinery to work these Bankruptcies. "Expense should be saved and procedure should be simplified" in every bankruptcy. The great blot in the present Bill lies in the fact, that its machinery is cumbersome, complex and costly. It is entirely unsuited to the requirements of the commercial class in India. The proposed change is in my opinion far from being an improvement of the existing law. It is on the contrary in its essential features a distinctly retrogressive measure.

Sections 130, 131, 132 and 133.—Unclaimed Funds or Dividends.

All these sections should be expunged. They will operate most prejudicially to the interest of creditors. In the first place, Government will sweep away all the invested balances, the interest of which is applied to the maintenance of the Official Assignee's office and establishment. This must be met in some way or other; either by payment out of the *corpus* of these occasional estates which possess sufficient funds, or else, by the Government making arrangements for the payment direct from Government funds.

Secondly.—The Official Assignee would be denuded of all funds from which he could disburse the initial payments necessary to realize assets in various estates, where there are no cash balances.

In the third place, certain dividends due to creditors, and payable at any time, as at present, upon mere application to the Official Assignee, will be confiscated to Government; and even when not totally confiscated, the expense and vexatious delay will be imposed upon the creditors, of making an application to the Court prior to payment. In all cases when the amount claimed is small, this will amount to an absolute denial of payment. These funds when unclaimed belong to the Commercial community and should, in all equity, be applied for the purpose only, of efficient and economical

insolvency administration. Were the Government to withdraw these funds from the control of the Official Assignee, and employ them for Imperial purposes, the effective administration of many estates would be rendered impossible, and a very serious injury would be inflicted upon the Commercial community which is equitably entitled to ask at the hands of Government that such funds as have been locally contributed should be locally applied, in rendering as successful as possible, the due administration of Bankrupt estates.

SECOND SCHEDULE, SALE OF MORTGAGED PROPERTY.

CLAUSES 18, 19, 20 AND 21.

Under the existing practise the Official Assignee is paid his Commission on all sales effected through the order of the Court. The commission, costs and expenses are a first charge on the realization of sale. This should be provided for. The discretion of the Court should remain unfettered as to the mode of caloulating the mortgage debt and as to the mode of sale. Otherwise these conditions will prove a bar to the realization through the Court in small mortgages.

A. B. MILLER, Official Assignee.

Official Assignee's Office, Calcutta, 21st Nov., 1887.

APPENDIX E.

RAILWAY EXTENSION.

NAGPUR-BENGAL RAILWAY.

No. 513 OF 1887.

PUBLIC WORKS DEPARTMENT, RAILWAY,
BOMBAY CASTLE, *5th March*, 1887.

Telegram from the Government of India, dated 28th February, 1887 :—

"Secretary of State wires. Begins. Nagpur Railway Company formed and Capital subscribed for. Ends."

RESOLUTION.—To be communicated to the Consulting Engineer for Railways, and the Secretary, Bombay Chamber of Commerce, for information.

F. FIREBRACE, Major, R.E.,
Officiating Joint Secretary to Government.

No. 856.

INDIAN MIDLAND RAILWAY,
AGENT AND CHIEF ENGINEER'S OFFICE,
JHANSI, *25th January*, 1888.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I have the honor to forward herewith a brief narrative Progress Report of work done on Indian Midland Railway during 1887.—I have, &c.,

P. DANGERFIELD,
For Agent and Chief Engineer.

BRIEF NARRATIVE PROGRESS REPORT OF WORK DONE ON INDIAN MIDLAND RAILWAY DURING 1887.

The section from Cawnpore to Jhansi is now practically completed, and it is proposed to open it for public traffic on 1st February, 1888.

From Bhopal northwards to Jhansi the Betwa Bridge at Bhilsa is finished, and the Narain, Bhina, Kestan and Newan bridges are nearly completed so far as the masonry is concerned, while No. 2 Betwa Bridge is ready for girders. The earthwork also is nearly finished, and about 70 miles of rails laid. The erection of girders is now being proceeded with, as well as the building of stations and collection of ballast.

The Itawah-Saugor Branch is in hand, and good progress is being made.

On the Jhansi-Manikpur section, the earthwork and masonry in

the Mau Division are almost finished, and the girders are being erected over the No. 3 Betwa Bridge (13 spans of 150). In the Banda Division the masonry of the Ken Bridge is practically finished, and the culverts are now well in hand. While in the Karwi Division, the Ohan, Paisini and Burwa bridges are practically finished with the girders on them. The erection of the girders of the Bagain Bridge will be in hand shortly, as well as the remaining bridges and culverts between Badousa and Banda. All the earthwork on these 180 miles is practically finished, and about 26 miles of rails are laid. The station buildings are in hand.

On the Jhansi-Gwalior line good progress has been made and the works are all well advanced. The remaining piers of the Sindh River are being founded, and it is now expected that this section as well as that from Bhopal to Jhansi will be finished early in 1889. At Jhansi station several staff quarters have been built, and the weir for impounding water in the Pahooj River for the supply of water to the station will probably be ready in four months, the pumping engines and pipes being now in the country.

The Company is taking over the Bhopal State Railway from the 1st February to be worked as part of the Indian Midland system.

P. DANGERFIELD,
For Agent and Chief Engineer.

(*From the Administration Report on Railways in India for* 1886-87.)

LINES OPEN AND UNDER CONSTRUCTION.

During 1886-87, 1,025½ miles of railway were completed and opened for traffic, making on the 31st March 1887 a total of 13,390¼ miles open for public traffic in India. On the same date the total sanctioned mileage open and under construction was 16,596 miles, or an increase over that on the same date in 1886 of 452¾ miles. The more important additions to open mileage have been the sections, Hubli to Harihar, 79 miles, Poona to Koregaon, 83¼ miles, Dharwar to Deuli, 56 miles, Londa to Belgaum, 33 miles, on the Southern Mahratta Railway, amounting in the aggregate to 251¼ miles; 42 miles of the Indian Midland from Cawnpore to Chaunrah; 81½ miles on the Quetta loop line of the Sind-Pishin Section of the North-Western Railway from Pir-Chowki to Quetta; 74 miles on the main line of the Sind-Pishin Section from Sibi to Sharigh; 120 miles on the Sind-Sagar Section of the North-Western Railway from the Chenab bank to Bhakkur; 55½ miles on the Lucknow-Sitapur-Sihramau Railway from Lucknow to Sitapur; 73¼ miles on the Bengal and North-Western Railway, of which 39½ miles are between Gorakhpur and Uska Bazar, and 33¾ between Bahraich and Naipalganj; 87 miles of His Highness the Nizam's Railway from Secunderabad to Warangal; 59¾ miles on the Jodhpore State Railway from Luni to Pachbadra, and 41 miles of the West of India Portuguese Railway from Mormugao to Sonauli.

2. During the year sanction has been given for the construction of additional mileage to the extent of 449¾ miles, of which the more important sections are 225 miles of the Toungoo-Mandalay extension of the Burma Railway, 124 miles in the Mysore State, and 67 miles in Kathiawar from Junagarh to Verawal.

APPENDIX F.

BILL TO REGULATE THE SUPPLY OF ELECTRICITY FOR LIGHTING AND OTHER PURPOSES.

No. $\frac{E}{1119}$ OF 1886.

PUBLIC WORKS DEPARTMENT,
BOMBAY CASTLE, 18*th December*, 1886.

To the CHAIRMAN, BOMBAY CHAMBER of COMMERCE.

SIR,—I am directed to forward herewith a copy of the papers, noted in the margin, and to request that the Chamber of Commerce will favor Government with their opinion on the provisions of the Bill.

A Bill to regulate the supply of electricity for lighting and other purposes with Statement of Objects and Reasons.

2. I am to add that Government will be glad of a reply by 1st January, 1887, if possible.—I have, &c.,

WALTER HUGHES,
Under-Secretary to Government.

STATEMENT OF OBJECTS AND REASONS.

The primary object of this Bill is to empower the Governor-General in Council to make rules (*a*) for protecting the public in person and property from injury by reason of contact with, or the proximity of, appliances or apparatus used in the supply of electricity for lighting, and (*b*) for preventing telegraph lines from being injuriously affected by any of those appliances or apparatus.

2. The danger to the public from electric light connections arises from the fact that currents of great strength are used in the production of the light, the currents being powerful enough to cause death to any person, or set fire to any inflammable material, coming in contact with the wires while the currents are passing, that is to say, while the lamps are being used. Protection may be afforded either by placing these wires or connections in such a position that contact with them is impossible, or by so covering them with insulating material that contact with them is innocuous.

Interference with telegraph and telephone signals is caused by obstructive currents being induced in the telegraph and telephone wires when the electric light wires pass within a certain distance of them. The remedy is to arrange that the electric light wires shall be placed sufficiently far off. It is impossible of course to determine what the safe distance is without knowing the strength of the current employed for the electric light, which again varies with the

number of lamps in circuit, but the distance can be determined from time to time with reference to the maximum current to be used in any particular local area.

3. A company desiring to supply electricity in any local area for any purpose must, if the company was not supplying it in that area for that purpose at the time of the passing of the Act, obtain a license from the Governor-General in Council. By this license the Governor-General in Council may impose such regulations and conditions as he thinks expedient, and confer on the licensee, with respect to the placing of appliances and apparatus for the supply of electricity, any of the powers which the telegraph authority possesses under the Indian Telegraph Act, 1885, with respect to the placing of telegraph lines and posts for the purposes of a telegraph, established or maintained by the Government or to be so established or maintained.

Companies which were supplying electricity in any local area for any purpose at the time of the passing of the Act may elect to continue supplying it without a license, and therefore without the obligations which may be imposed, or the privileges which may be conferred, by a license.

21st October, 1886. T. C. HOPE.

A BILL TO REGULATE THE SUPPLY OF ELECTRICITY FOR LIGHTING AND OTHER PURPOSES.

Whereas it is expedient to regulate the supply of electricity for lighting and other purposes; It is hereby enacted as follows:—

Short title, extent and commencement.

1. (1) This Act may be called the Electricity Supply Act, 1887.

(2) It shall extent to the whole of British India; and

(3) It shall come into force at once.

Definitions.

2. In this Act, unless there is something repugnant in the subject or context,—

(1) "electricity" includes galvanism, magnetism, magneto-electricity and electro-magnetism:

(2) "telegraph," "message," "telegraph line," "post," "telegraph authority" and "local authority" have the meanings respectively assigned to those expressions in the Indian Telegraph Act, 1885: and

(3) "purpose" includes any purpose except the transmission of a message or the use of electricity in medical treatment.

Prohibition of supply of electricity without license.

3. Save as provided in this Act, electricity shall not be supplied for a price by any person for any purpose without a license from the Governor-General in Council authorizing the person in that behalf.

Grant and contents of license.

4. (1) The Governor-General in Council may from time to time license any person to supply electricity for any purpose, and in any local area, specified in the license.

(2) The license may prescribe the duties of the licensee and provide for the revocation of the license on his failure to perform any of those duties, and generally may contain such regulations and conditions as the Governor-General in Council thinks expedient.

(3) By a license granted under this section the Governor-General in Council may, subject to such conditions as he thinks fit to impose, confer on the licensee, with respect to the placing of appliances and apparatus for the supply of electricity, any of the powers which the telegraph authority possesses under the Indian Telegraph Act, 1885, with respect to the placing of telegraph lines and posts for the purposes of a telegraph established or maintained by the Government or to be so established or maintained.

(4) The Governor-General in Council may from time to time amend, add to or cancel any of the regulations and conditions contained in a license, and withdraw any of the powers conferred by a license or impose amended or additional conditions with respect to the exercise of those powers.

Supply of electricity by certain persons without license.

5. (1) Section 3 shall not apply to any person supplying electricity for any purpose in any local area at the time of the passing of this Act so far as regards the supply of electricity for that purpose within that area.

(2) If any question arises with respect to the purpose or the local area for or in which electricity was being supplied at that time, it shall be decided by an authority to be appointed by the Governor-General in Council in that behalf, and the decision of that authority on the question shall be final.

Grant of licenses to those persons.

6. (1) Notwithstanding anything in the last foregoing section, the Governor-General in Council may, on the application of any person supplying electricity for any purpose in any local area at the time of the passing of this Act, grant to the person a license for that purpose in that area under the provisions of section 4.

(2) Where a license is granted under sub-section (1), it shall supersede any engagement between the person to whom it is granted and any local authority with respect to the conditions on which electricity may be supplied by that person for the purpose, and in the local area, specified in the license.

Penalty for supplying electricity without license or contravening license.

7. If a person does either of the following things, namely,—

(*a*) being a person to whom section 3 is applicable, supplies electricity for a price without a license, or,

(*b*) having a license under this Act, commits or suffers to be committed a breach of any duty prescribed in the license or of any regulation or condition contained therein,

he shall be punished with fine which may extend to one thousand

rupees, and, in the case of a continuing offence, with a further fine which may extended to two hundred rupees for every day during which the electricity is supplied or the breach of the duty, regulation or condition continues.

Power to make rules.

8. (1) The Governor-General in Council may from time to time make such rules as he thinks expedient for protecting the public in person and property from injury by reason of contact with, or the proximity of, appliances or apparatus used in the supply of electricity, and for preventing telegraph lines from being injuriously affected by any of those appliances or apparatus.

(2) A rule under this section may apply to the appliances and apparatus of a person not having a license under this Act as well as to those of a person having a license thereunder.

(3) In making a rule under this section, the Governor-General in Council may direct that a breach of it shall be punishable with fine which may extend to one thousand rupees and, in the case of a continuing breach, with a further fine which may extend to two hundred rupees for every day during which the breach continues.

Procedure for making rules.

9. (1) The Governor-General in Council shall, before making rules under the last foregoing section, publish, in such manner as he deems sufficient, a draft of the proposed rules for the information of persons likely to be affected thereby.

(2) There shall be published with the draft a notice specifying a date at or after which the draft will be taken into consideration.

(3) The Governor-General in Council shall receive and consider any objection or suggestion which may be made by any person with respect to the draft before the date so specified.

(4) The publication in the *Gazette of India* of a rule purporting to be made under the last foregoing section shall be conclusive proof that it has been duly made.

(5) Rules under that section may from time to time be amended, added to or cancelled by the Governor-General in Council.

Saving of prosecutions under other laws.

10. Nothing in this Act shall prevent any person from being prosecuted under any other law for any act or omission which constitutes an offence under section 7 or against a rule under section 8, or from being liable under that other law to any other or higher punishment or penalty than that provided by section 7 or a rule under section 8:

Provided that a person shall not be punished twice for the same offence.

BOMBAY CHAMBER OF COMMERCE, 10*th January*, 1887.

The UNDER-SECRETARY to GOVERNMENT, Public Works Department, Bombay.

SIR,—I have the honor to acknowledge the receipt of your letter No. $\frac{E}{1149}$ of 18th ultimo, handing draft of a

Bill to regulate the supply of Electricity for lighting and other purposes, with Statement of Objects and Reasons, and asking for the views of the Chamber thereon.

In reply, I am directed to say that the provisions of the Bill itself meet with the approval of the Chamber, the prohibition of the supply of electricity without license being a reasonable precaution for the Government to adopt for the protection of the public. From the Statement of Objects and Reasons appended, however, it is manifest that the rules under the Bill may be so framed as to become practically prohibitive of the introduction of electricity throughout the country for lighting or industrial purposes; and the Chamber desire me to suggest, therefore, that ample time may be given for the discussion and criticism of these rules before they are adopted.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX G.

BILL TO CONSOLIDATE AND AMEND THE LAW RELATING TO THE PROTECTION OF INVENTIONS AND DESIGNS.

No. 332 OF 1887.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 31*st January*, 1887.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed by His Excellency the Governor in Council to forward herewith copy of a Bill to consolidate and amend the law relating to the Protection of Inventions and Designs, with the Statement of Objects and Reasons, and to request that you will be so good as to favour Government with the opinion of the Bombay Chamber of Commerce on the provisions of the Bill on or before the 30th April next.—I have, &c.,

J. DE C. ATKINS,
Under-Secretary to Government.

STATEMENT OF OBJECTS AND REASONS.

The Act for granting exclusive Privileges to Inventors in India, No. XV. of 1859, was framed by Sir Barnes Peacock and Sir James Colvile, who, when the question of providing protection for inventors came under consideration in the years 1856-59, had to create both a substantive law and a law of procedure. Instead of following the English law, they took a different course. As regards the substantive law, while following for the most part the main lines of the English law, they did not hesitate to introduce important variations where they thought it desirable to do so. As regards the procedure for obtaining an exclusive privilege, it was altogether different from the English procedure. On petition and leave given to file a specification, and on the specification being filed within the prescribed period, the exclusive privilege sprang into existence by mere operation of law, provided, of course, that the claim was well founded in substance—a matter of which the claimant, as in England, took the risk. The procedure was thus of the simplest description.

During the period, exceeding a quarter of a century, for which the Act of 1859 has been in operation, it has worked on the whole satisfactorily. Difficulties have, however, from time to time arisen, and the increasing resort to the Act has of late brought them into greater prominence; and though these difficulties are not of such a kind as to

require, in the opinion of the Government of India, any alteration which would affect the main principles of the Act, still their removal is very desirable. It has been decided, therefore, after communication with the Secretary of State and the Board of Trade, to introduce this Bill and to incorporate in it certain provisions suggested by the Patents, Designs and Trade Marks Act, 1883 (46 and 47 Vic., c. 57, as amended by 48 and 49 Vic., c. 63).

2. The following are the provisions of the Bill which seem to call for remark:—

(1) *Section* 3.—The Bill is divided into two parts, the one relating to Inventions and the other to Designs. The former part reproduces the Act of 1859 with certain modifications; the latter part is an adaptation of the essential provisions of Part III. of the English Act of 1883.

(2) *Section* 4, *clause* (8).—The constitution of an Inventions Office under the superintendence of the Secretary to the Government of India in the Revenue and Agricultural Department, and the transfer to him of the functions exercised under Act XV. of 1859 by the Secretary to the Government of India in the Home Department, have been under the consideration of the Government.

(3) *Section* 4, *clause* (10).—It is proposed to confer the jurisdiction of a High Court under the Bill on the High Courts at Fort William, Madras, Bombay and Allahabad, the Chief Court of the Panjab and the Recorder of Rangoon.

(4) *Section* 5, *sub-section* (3).—The petition for leave to file a specification of an invention, presented under section 1 of the Act of 1859, not infrequently furnishes only a vague description of the invention which it is sought to protect, and, when a fuller and clearer description is called for, it is at times only supplied under protest. If such particulars as section 5, sub-section (3), of the Bill is intended to enable the Governor General in Council to call for are not forthcoming, the purposes of section 3 of the Act respecting references to experts may be defeated. In authorising drawings to be called for, the Bill follows 46 and 47 Vic., c. 57, section 5, sub-section (3).

(5) *Section* 5, *sub-section* (4) *and section* 25.—A question has recently arisen as to whether a person is precluded under the existing law from proceeding to acquire concurrently a patent under the English Act and an exclusive privilege under the Indian Act; and it has been held, on the advice of the Hon'ble the Advocate General of Bengal, that he is not so precluded provided he can truly state at the time of applying for leave to file his specification in India that his invention is not publicly used or known in the United Kingdom. It is proposed therefore to provide in the Bill, on the analogy of the provisions of sections 103 and 104 of the English Act, that if an inventor applies for leave to file a specification in India within one year from the date of his application for a patent in England, his invention shall not be deemed to have been pub-

'licly used or made publicly known within the meaning of the Indian Act by reason only of the invention having been used, or a description thereof having been published, in any part of India or of the United Kingdom during the interval between his application for the patent and his application for leave to file the specification.

(6) *Section* 6.—It is proposed by this section to make it clear that the nature and extent of the enquiry into the merits of an application are matters in the discretion of the Governor-General in Council. Successive Advocates General have advised that the existing law imposes upon the Government the duty of making enquiry to an extent which must at times seriously delay the progress of an application without producing any commensurate advantage.

It is proposed to leave to the Government, instead of to the High Court, the settlement of the fee to be paid to an expert to whom an application is referred for inquiry and report.

(7) *Section* 7.—This section provides for the case of concurrent applications in respect of contemporaneous inventions, and follows generally the rule obtaining in England (*In re* Dering, 13 Ch. D. 393).

(8) *Section* 8, *sub-section* (1).—Cases of hardship have occurred owing to there being no provision for extending the period of six months within which section 4 of the Act of 1859 requires a specification to be filed after an order authorising the filing of it has been made. It is proposed, therefore, to empower the Governor-General in Council, on cause shown to his satisfaction, to extend the period from six to nine months.

(9) *Section* 8, *sub-sections* (2), (3) *and* (4).—These sub-sections follow section 17, sub-sections (2), (3) and (4), of the English Act of 1883, and are rendered necessary by the change to be presently noticed which it is proposed to make in the system of levying fees.

(10) *Section* 11.—It does not seem necessary to have copies of specifications filed in the offices of the Secretaries to the Governments of Bengal and the North-Western Provinces. The office of the Secretaries to the Government of Bengal is in Calcutta, where specifications are open to inspection at the office of the Home Department of the Government of India. As regards the North-Western Provinces, communication is much easier now than in 1859, and inconvenience has not, it is believed, been found to result from the law not requiring copies to be sent to and filed by the Secretary to the Government of the Punjab.

(11) *Section* 15.—This section is based on section 25 of the English Act, and empowers the Governor-General in Council to refer to the High Court for report an application for an extension of the term of an exclusive privilege

Following the English Act, it also makes an extension of the term for so long a period as fourteen years permissible in exceptional cases only.

(12) *Section* 17.—This section follows section 27 of the English Act in making an exclusive privilege have the same effect against the Crown as it has against a subject. But it authorises officers of the Crown to use the invention for the services of the Crown on terms to be before or after the use thereof agreed on with the approval of the Governor-General in Council or, in default of agreement, on terms to be settled by the Governor-General in Council.

As regards the attaching of conditions to an order authorising the filing of a specification by a public servant, it seems to be fair and just to adopt such reasonable precautions as will prevent him from using to the prejudice of the Government experience acquired in the course of his employment.

(13) *Section* 24.—Under section 13 of the English Act of 1883, patents must be dated and sealed as of the day of the application, and under sections 8, 9 and 12 of that Act as amended by 48 & 49 Vic., c. 63, a period of nineteen months, or even a longer period, may elapse between the application for, and the sealing of, the patent. If, therefore, section 20 of the Indian Act of 1859, which limits to twelve months from the date of the patent the time for applying to the Governor-General in Council for leave to file a specification of an invention patented in England, is literally construed, it may have the effect of precluding an inventor from securing an exclusive privilege in India. In order to avert the injustice or disappointment which may thus be the result of working section 20 of the Indian Act in connection with the English Act, it is proposed to permit the holder of a patent obtained in England to apply to the Governor-General in Council within twelve months from the date on which the patent was actually sealed. The date of actual sealing stated in the application can be verified by reference to the Official Journal of the Patent Office.

(14) *Section* 26.—This section covers the Protection of Inventions Act, XVI. of 1883, which is scheduled for repeal. But it is proposed to protect inventions not from the date of the opening of an exhibition, but from the date of their admission into the exhibition. The English Act is about to be amended in this respect.

(15) *Section* 28.—It is proposed, on the advice of the Board of Trade, to abolish the rule of Section 20 of the Act of 1859, that, where a patent for an invention has been obtained in the United Kingdom, an exclusive privilege in respect of the invention in India is not to extend beyond the term granted by the patent.

(16) *Section* 42.—This section reproduces the substance of section 22 of the English Act, and provides for the grant of

compulsory licenses where an inventor who has acquired an exclusive privilege does not make his invention accessible.

(17) *Section* 45.—This section and the fourth schedule are based on section 24 and the second schedule of the English Act, and on the first schedule to the Patent Rules, 1883, made by the Board of Trade under the Act. Light fees are proposed to be levied in respect of applications for leave to file specifications and in respect of the filing of specifications, and increasingly heavy fees periodically in respect of the continuance of an exclusive privilege. Under section 8 of the Bill an exclusive privilege will cease if any fee in respect of its continuance is not paid within the time limited for the payment.

(18) Part II. of the Bill, relating to Designs, is, as already stated, a mere adaptation of Part III. of the English Act of 1883. It extends from three to five years the period during which copyright in a design is to continue.

ANDREW R. SCOBLE.

7th January, 1887.

THE INVENTIONS AND DESIGNS BILL, 1887.

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A BILL TO CONSOLIDATE AND AMEND THE LAW RELATING TO THE PROTECTION OF INVENTIONS AND DESIGNS.

Whereas it is expedient to consolidate and amend the law relating to the protection of inventions and designs; It is hereby enacted as follows:—

Title, extent and commencement.

1. (1) This Act may be called the Inventions and Designs Act, 1887.

(2) It shall extend to the whole of British India; and

(3) It shall come into force on the first day of January, 1888.

Repeal.

2. (1) The enactments described in the first schedule are hereby repealed to the extent specified in the third column thereof.

(2) But this repeal of enactments shall not affect any exclusive privilege acquired, or any conditions or restrictions imposed with respect to any such privilege, or any right or liability accrued or incurred, under any of those enactments before the commencement of this Act, or any relief in respect of any such privilege, right or liability.

(3) Any enactment or document referring to any enactment hereby repealed shall be construed to refer to this Act or to the corresponding portion thereof.

Division of Act into Parts.

3. The remainder of this Act is divided into parts, as follows:—

PART I.—INVENTIONS.

PART II.—DESIGNS.

PART I.

INVENTIONS.

Definitions.

4. In this Part, unless there is something repugnant in the subject or context,—

(1) "invention" includes an improvement

(2) "inventor" does not include the importer into British India of a new invention unless he is the actual inventor:

(3) "applicant" means a person who has applied under this Part for

leave to file a specification of an invention, whether he has filed the specification or not :

(4) "assign" includes a grantee of the exclusive privilege of making, selling or using an invention, or of authorising others so to do during the term for which the privilege is to continue or may be extended, or for any shorter term :

(5) "inventor," "actual inventor" and "applicant" include the executors, administrators or assigns of an inventor, actual inventor and applicant, as the case may be :

(6) "manufacture" includes any art, process or manner of producing, preparing or making an article, and also any article prepared or produced by manufacture :

(7) "write" includes print, lithograph, photograph, engrave, and every other mode in which words or figures can be expressed on paper or on any substance :

(8) "Secretary" means a Secretary to the Government of India appointed by the Governor-General in Council to discharge the functions of the Secretary under this Act, and includes any under-secretary or assistant-secretary to the Government of India to the extent to which he may be authorised by general or special order of the Governor-General in Council to discharge any of those functions :

(9) "District Court" has the meaning assigned to that expression by the Code of Civil Procedure : and

(10) "High Court" has the meaning assigned to that expression by the Code of Criminal Procedure in reference to proceedings against European British subjects.

Application for leave to file specification.

5. (1) The inventor of a new manufacture, whether he is a British subject or not, may apply to the Governor-General in Council for leave to file a specification thereof.

(2) The application must be in writing signed by the applicant and in the form or to the effect of the second schedule if the inventor has not obtained a patent in the United Kingdom, and in the form or to the effect of the third schedule if he has obtained a patent in the United Kingdom.

(3) It must state the name, occupation and address of the applicant, and, where a patent has been obtained in the United Kingdom, the date of the patent and the date of the actual sealing thereof, and must describe with reasonable precision and detail the nature of the invention, and be supplemented by such further particulars relating to the invention, and by such drawings or models illustrative thereof, as the Governor-General in Council may see fit to require from the applicant.

(4) Nothing in this section shall be deemed to preclude an inventor who has applied for a patent in the United Kingdom from applying, while his application for the patent is still pending, for leave to file a specification under this Part.

Order to file specification.

6. (1) Upon an application under the last foregoing section the Governor-General in Council may, after such inquiry as he thinks fit, make an order authorising the applicant to file a specification of the invention.

(2) Before making an order under sub-section (1), the Governor-General in Council may direct that the application be referred for enquiry and report to any person whom he thinks fit.

(3) If that person makes the enquiry and report, he shall receive such fee for his services as the Governor-General in Council, after considering the report, may determine.

(4) The fee shall be paid by the applicant, who shall, before the application is sent for enquiry and report to the person appointed under sub-section (2), deposit, in such place and within such time as the Governor-General in Council may by rule or otherwise prescribe, such sum as will, in the opinion of the Governor-General in Council, be sufficient to cover the amount of the fee.

(5) If the sum is not deposited in the place and within the time prescribed, the application may be rejected.

(6) If the fee as determined by the Governor-General in Council exceeds the sum so deposited, an order shall not be made under sub-section (1) until the applicant has paid the balance of the fee.

(7) If the sum deposited exceeds the fee so determined, the excess shall be refunded to the applicant.

Applications in respect of contemporaneous inventions.

7. (1) If two or more inventors apply on the same day for leave to file specifications of inventions which appear to the Governor-General in Council to be identical or so similar as to be practically identical, the Governor-General in Council may, in his discretion, authorise both or all the applicants, subject to the other provisions of this Part, to file specifications of their respective inventions.

(2) If they apply on different days for leave to file specifications of such inventions as aforesaid, the applicant who applied on the first of the different days shall be deemed to have a preferential claim to an order authorising the filing of his specification.

Acquisition and continuance of exclusive privilege.

8. (1) If within six months from the date of an order under section 6, sub-section (1), or within such further time, not exceeding three months, as the Governor-General in Council, in his discretion, may, on cause shown to his satisfaction and on payment of the fee prescribeded in that behalf in the fourth schedule, see fit to allow, the applicant causes a specification of his invention to be filed in manner by this Part required, and the fee prescribed in the fourth schedule in respect of the filing of the specification to be paid, the applicant shall, subject to the other provisions of this Part, be entitled to the exclusive privilege of making, selling and using the invention in British India, and of authorising others so to do, for a term of fourteen years from the date of the filing of the specification.

(2) But an exclusive privilege in respect of an invention of a new

manufacture shall, notwithstanding anything in sub-section (1), cease if the inventor fails to pay, within the time limited in that behalf by the fourth schedule, any fee prescribed in that schedule in respect of the continuance of the privilege.

(3) If, nevertheless, in any case, by accident, mistake or inadvertence, an inventor fails to pay any such fee within the time so limited, he may apply to the Governor-General in Council for an enlargement of the time for making the payment.

(4) Thereupon the Governor-General in Council may enlarge the time accordingly, on payment of the fee prescribed in that behalf in the fourth schedule and subject to the following conditions, namely :—

(*a*) the time for making a payment shall not in any case be enlarged for more than three months ; and

(*b*) if any suit is instituted in respect of an infringement of the exclusive privilege committed after a failure to make a payment within the time limited for the making thereof and before the enlargement of that time, the Court disposing of the suit may, if it thinks fit, refuse to award or give any damages in respect of the infringement.

Form and contents of specification.

9. A specification of an invention filed under this Part must be in writing signed by the applicant, and must particularly describe and ascertain the nature of the invention and in what manner it is to be performed.

Mode of filing application and specification.

10. Every application for leave to file a specification, and every specification filed under this Part, must be left with, or sent by post to, the Secretary, and the date of the delivery or receipt thereof shall be endorsed thereon and recorded in his office.

Delivery and distribution of copies of specification.

11. (1) At the time of delivering or sending the specification for the purpose of its being filed, the applicant shall cause to be delivered or sent to the Secretary three copies thereof, of which—

(*a*) one shall be sent to and filed by the Government of Fort St. George ;

(*b*) one shall be sent to and filed by the Government of Bombay ; and

(*c*) one shall be retained by the Secretary.

(2) The copies of the specification which are sent under sub-section (1) to the Governments of Fort St. George and Bombay shall be open to the inspection of any person at all reasonable times at places to be appointed by those Governments.

Register of inventions.

12. (1) A book, to be called the register of inventions, shall be kept in the office of the Secretary wherein shall be entered and recorded every application for leave to file a specification, every order made on any such application, every specification filed and every proceeding relating to the invention therein mentioned.

(2) Every specification shall be numbered according to the order

in which it is entered in the register of inventions, and a reference shall be made in that register, in the margin of the entry of each specification, to every order relating to the invention and to every application, memorandum or amended specification which may be filed under this Part.

Address-book.

13. (1) Another book, to be called the address-book, shall be kept in the office of the Secretary wherein any person filing a specification under this Part, or any person in whom an exclusive privilege acquired under this Part, or any share or interest therein, may become vested, may from time to time cause to be stated some place in British India where notice of any rule or proceeding relating to the exclusive privilege may be served on him.

(2) A reference to each entry in the address-book shall be made in the register of inventions in the margin of the entry of the specification in that register.

Provisions with respect to the register and book.

14. (1) An entry in the register of inventions or address-book shall, for the purposes of the law of evidence for the time being in force, be deemed to be a public document, and the register and book, or copies thereof, shall be open to the inspection of any person at all reasonable times at the office of the Secretary.

(2) The books kept under section 11 and section 35 of Act No. XV. of 1859 (*an Act for granting exclusive Privileges to Inventors*) shall be deemed to be parts of the register of inventions and address-book respectively.

Extension of exclusive privilege.

15. (1) The inventor of a new manufacture may, at any time, not more than one year and not less than six months before the time limited for the expiration of an exclusive privilege acquired under section 8, apply to the Governor-General in Council for an extension of the privilege for a further term.

(2) When an application is made under sub-section (1), the Governor-General in Council may, if he thinks fit, refer it to a High Court for report.

(3) The Court to which the petition is referred shall, in making its report, have regard to the nature and merits of the invention in relation to the public, to the profits made by the inventor as such, and to all the circumstances of the case.

(4) The procedure on the reference shall be such as the Court thinks fit.

(5) If the Governor-General in Council is of opinion, or, where a reference has been made under sub-section (2), if the Court reports that the inventor has been inadequately remunerated by his exclusive privilege, the Governor-General in Council may, on payment of the fee prescribed in that behalf in the fourth schedule, make an order extending the term of the privilege for a further term not exceeding seven or, in exceptional cases, fourteen years from the expiration of the first term of fourteen years.

16. An order under section 6, sub-section (1), authorizing the filing of a specification, or under section 15, subsection (5), extending the term of an exclusive privilege, may be made subject to such conditions as the Governor-General in Council thinks expedient.

Imposition of conditions with respect to exclusive privilege.

17. (1) Subject to any conditions imposed under the last foregoing Section,—

Exclusive privilege to bind the Government.

(a) with respect to the filing, by a person employed in the service of Her Majesty in India, of the specification of a manufacture invented by him in the course of his employment, or

(b) with respect to the extension, in favour of any person, of the term of an exclusive privilege,

an exclusive privilege acquired under this Part shall have to all intents the like effect as against Her Majesty as it has against a subject.

(2) But the officers or authorities administering any department of the service of Her Majesty may, by themselves, their agents, contractors or others, at any time after the delivery or receipt of the application for leave to file the specification of an invention, use the invention for the services of the Government on terms to be before or after the use thereof agreed on, with the approval of the Governor-General in Council, between those officers or authorities and the inventor, or, in default of such agreement, on such terms as may be settled by the Governor-General in Council.

18. (1) If, after the filing of the specification, the applicant has reason to believe that through mistake or inadvertence he has erroneously made any mis-statement in his application or specification, or included therein something which at the date of the delivery or receipt of his application was not new or whereof he was not the inventor, or that the specification is in any particular defective or insufficient, he may apply to the Governor-General in Council for leave to file a memorandum pointing out the error, defect or insufficiency, and disclaiming any part of the alleged invention, or, in case of any defect or insufficiency of the specification, asking for leave to file an amended specification.

Application for leave to file memorandum or amended specification.

(2) The application must be in writing signed by the applicant, and must state how the error, defect or insufficiency occurred and that it was not fraudulently intended.

(3) Upon the application the Governor-General in Council may make an order allowing the memorandum or amended specification to be filed.

(4) The provisions of sections 11, 12 and 14 with respect to specifications shall be applicable to the applications, orders, memoranda and amended specifications, referred to in this section.

19. An amended specification filed under the last foregoing section shall, except as to any suit or proceeding relating to the exclusive privilege which may be pending at the time of the filing of the amended specification, have the same effect as if it had been the specification first filed :

Effect of amended specification.

Provided that nothing in an amended specification shall be construed to extend or enlarge an exclusive privilege before acquired.

Bar to exclusive privilege in certain cases.

20. A person shall not be entitled to an exclusive privilege under this Part,—

(*a*) if the invention is of no utility, or

(*b*) if the invention, at the date of the delivery or receipt of the application for leave to file the specification, was not a new invention within the meaning of this Part, or

(*c*) if the applicant is not the inventor thereof, or

(*d*) if the specification filed or the amended specification, if any, does not particularly describe and ascertain the nature of the invention and in what manner it is to be performed, or

(*e*) if the original or any subsequent application relating to the invention or the original or any amended specification contains a wilful or fraudulent mis-statement.

Novelty of invention dependent on public use or knowledge thereof before application to file specification.

21. An invention shall be deemed a new invention within the meaning of this Part if it has not, before the date of the delivery or receipt of the application for leave to file the specification, been publicly used in any part of British India or of the United Kingdom, or been made publicly known in any part of British India or of the United Kingdom by means of a written publication.

Effect of public use or knowledge of invention in fraud of inventor.

22. The public use or knowledge of an invention before the date of the delivery or receipt of the application for leave to file a specification shall not be deemed a public use or knowledge within the meaning of this Part if the knowledge has been obtained surreptitiously or in fraud of the inventor or has been communicated to the public in fraud of the inventor or in breach of confidence.

Provided that the inventor has not acquiesced in the public use of his invention, and that, within six months after the commencement of that use, he applies for leave to file a specification.

Effect of public use of invention by inventor for purpose of experiment or trial.

23. The use of an invention in public by the inventor thereof, or by his servants or agents, or by any other person by his license in writing, for a period not exceeding one year immediately preceding the date of the delivery or receipt of his application for leave to file a specification, shall not be deemed a public use thereof within the meaning of this Part.

Effect of public use or knowledge of patented invention between application for patent and application to file specification.

24. If an inventor who has obtained a patent for his invention in the United Kingdom causes an application for leave to file a specification of the invention under this Part to be delivered or received by the Secretary within twelve months from the date of the actual sealing of the patent, the invention shall be deemed a new invention within the meaning of this Part

if it was not publicly used or known in any part of British India at or before the date of the application for the patent, notwithstanding that it may have been publicly used or known in some part of British India or of the United Kingdom before the date of the delivery or receipt of the application under this Part for leave to file the specification.

Effect of like public use or knowledge of unpatented invention.

25. If an inventor applies for leave to file a specification under this Part while his application for a patent is pending in the United Kingdom, and the interval between the date of his application for the patent and the date of the delivery or receipt of his application under this Part does not exceed twelve months, the invention shall not be deemed to have been publicly used, or made publicly known, within the meaning of this Part, by reason only of the invention having been used, or a description thereof having been published, in any part of British India or of the United Kingdom during the interval.

Effect of public use or knowledge of invention after admission to an exhibition.

26. If an inventor, being the exhibitor of his invention at an industrial or international exhibition, certified as such by the Governor-General in Council, causes an application for leave to file a specification of the invention to be delivered to or received by the Secretary within six months from the date of the admission of the invention into that exhibition, the invention shall not be deemed to have been publicly used, or made publicly known, within the meaning of this Part, by reason only of the invention having at any time after its admission into the exhibition been publicly used or made publicly known.

Cessation of exclusive privilege by order of the Government.

27. (1) An exclusive privilege acquired under this Part shall cease if the Governor-General in Council declares the privilege, or the mode in which it is exercised, to be mischievous to the State, or generally prejudicial to the public.

(2) It shall also cease if a breach of any condition on which the applicant was authorised to file a specification, or on which the term of the exclusive privilege was extended, is proved to the satisfaction of a High Court, and if the Governor-General in Council thereupon declares the privilege to have ceased.

Cessation of exclusive privilege on revocation of patent.

28. An exclusive privilege acquired under this Part in respect of an invention for which a patent has been obtained in the United Kingdom shall cease if the patent for the invention is revoked.

Suit for infringement of exclusive privilege.

29. (1) An inventor may institute a suit in the District Court against any person who, during the continuance of an exclusive privilege acquired by him under this part in respect of an invention, makes, sells or uses the invention without his license, or counterfeits or imitates it.

(2) The suit shall not be defended upon the ground of any defect

or insufficiency of the specification of the invention, or upon the ground that the original or any subsequent application relating to the invention, or the original or any amended specification, contains a wilful or fraudulent mis-statement, or upon the ground that the invention is of no utility:

(3) Nor shall it be defended upon the ground that the plaintiff was not the inventor unless the defendant shows that he himself is the actual inventor or has obtained from the actual inventor a right to make, sell or use the invention, or to counterfeit or imitate it, as the case may be:

(4) Nor shall it be defended upon the ground that the invention was not new unless the defendant, or some person through whom he claims, has, before the date of the delivery or receipt of the application for leave to file the specification, publicly or actually used in some part of British India or of the United Kingdom the invention or that part of it with respect to which the exclusive privilege is alleged to have been infringed.

Application to declare exclusive privilege in respect of an invention not to have been acquired.

30. Any person may apply to a High Court for a rule to show cause why the Court should not declare that an exclusive privilege in respect of an invention to be specified in the rule has not been acquired under this Part by reason of all or any of the objections following (to be specified in the rule), that is to say:—

(*a*) that the invention is of no utility, or

(*b*) that the invention was not, at the date of the delivery or receipt of the application for leave to file the specification, a new invention within the meaning of this Part, or

(*c*) that the applicant was not the inventor thereof, or

(*d*) that the specification or the amended specification, if any, does not particularly describe and ascertain the nature of the invention, or in what manner it is to be performed, or

(*e*) that the applicant has knowingly or faudulently included in the application or specification or amended specification, as part of his invention, something which was not new or whereof he was not the inventor, or

(*f*) that the original or any subsequent application relating to the invention, or the specification or amended specification, contains a wilful or fraudulent mis-statement, or

(*g*) that some part of the invention, or the manner in which that Part is to be performed, as described in the specification or amended specification, is not thereby sufficiently described and ascertained, and that this insufficiency was fraudulent and is injurious to the public.

Like application as to part of an invention.

31. Any person may apply to a High Court for a rule to show cause why the Court should not declare that an exclusive privilege in respect of any part of an invention to be specified in the rule has not been acquired under this Part, by reason of all or

any of the objections following (to be specified in the rule), that is to say :—

(*a*) that that part of the invention is wholly distinct from the other part thereof and is of no utility, or

(*b*) that that part of the invention was not, at the date of the delivery or receipt of the application for leave to file the specification, a new invention within the meaning of this Part, or

(*c*) that the applicant was not the inventor of that part of the invention, or

(*d*) that that part of the invention, and the manner in which it is to be performed, are not sufficiently described and ascertained in the specification or the amended specification, if any, and that this insufficiency is injurious to the public.

Application on breach of condition.

32. (1) Any person authorised by the Governor-General in Council in this behalf may apply to a High Court for a rule to show cause why the question of the breach of any condition on which the leave to file a specification has been granted, or any other question of fact on which the cessation of an exclusive privilege under section 27 may, in the judgment of the Governor-General in Council, depend, should not be tried in the form of an issue directed by the Court.

(2) If the rule is made absolute, the Court, unless the breach or other matter of fact is admitted, may direct the issue to be tried and certify the result of the trial to the Governor-General in Council.

Notice of proceedings to persons interested.

33. (1) Notice of any rule obtained or proceeding taken under either of the last three foregoing sections shall be served on all persons appearing from the address-book to be proprietors of the exclusive privilege, or to have shares or interest therein, and it shall not be necessary to serve the notice on any other persons.

(2) The notice shall be deemed to be sufficiently served if a copy thereof is left at the place for the time being stated in the address-book, by delivering the copy to any person resident at or in charge of the place, or, if there is no person resident at or in charge of the place, or if the place is not within the local limits of the jurisdiction of the Court, by causing the notice to be sent to the place by post by a registered letter directed to the person to whom the notice is addressed.

Framing issue for trial before other Court.

34. (1) The High Court may, if it thinks fit, direct an issue for the trial, before itself or any other High Court, or any District Court, of any question of fact arising upon an application under section 30, section 31 or section 32, and the issue shall be tried accordingly.

(2) If the issue is directed to another Court, the finding shall be certified by that Court to the Court directing the issue.

(3) If the issue is directed to a District Court, the finding of that Court hall not be subject to appeal, but the evidence taken upon

the trial shall be recorded, and a copy thereof, certified by the Judge of the Court, shall be transmitted, together with any remarks which he may think fit to make thereon, to the High Court, and the High Court may thereupon either act upon the finding of the District Court or direct a new trial as it thinks fit.

Order on application.

35. (1) If it appears to the High Court at the hearing of an application under section 30 or section 31 that, by reason of any of the objections specified in the rule, the exclusive privilege in the invention or in any part thereof has not been acquired, the Court shall make an order accordingly, and thereupon the applicant shall, so long as the order continues in force, cease to be entitled to the exclusive privilege.

(2) If it appears to the High Court, at the hearing of any such application as last aforesaid, that the applicant has, in the description of his invention in the application for leave to file the specification, or in the specification or amended specification, if any, included something which at the date of the delivery or receipt of the application for leave to file the specification was not new or whereof he was not the inventor, or that the specification is in any particular defective or insufficient, but that the error, defect or insufficiency was not fraudulently intended, the Court may adjudge the exclusive privilege to have been acquired and to be valid, save as to the part thereof affected by the error, defect or insufficiency : or

(3) If it appears to the High Court that the error, defect or insufficiency can be amended without injury to the public, the Court may adjudge the exclusive privilege in respect of the whole of the invention to be valid, and may, upon such terms as it thinks reasonable, order the specification to be amended in any particular in which it is erroneous, defective or insufficient, and thereupon the applicant shall, within a time to be limited by the Court for the purpose, file a specification amended according to the order :

Provided that nothing in the amended specification shall be construed to extend or enlarge the exclusive privilege before acquired.

(4) An exclusive privilege in respect of an invention shall not be defeated upon the ground that the application for leave to file the specification of the invention contains a mis-statement, unless the mis-statement was wilful or fraudulent.

Delivery of particulars.

36. (1) In a suit for the infringement of an exclusive privilege acquired under this Part the plaintiff shall deliver with his plaint particulars of the breaches complained of in the suit, and the defendent shall deliver a written statement of the particulars of the grounds, if any, upon which he means to contend that the plaintiff is not entitled to an exclusive privilege in respect of the invention.

(2) In like manner, upon an application to a High Court under section 30, section 31, or section 32, the person making the application shall deliver particulars of the objections or grounds on which he means to rely.

(3) At the hearing of any such suit or application, or at the trial of any issue arising out of any such application, evidence shall not

be allowed to be given in support of any alleged infringement or of any objection or ground impeaching the validity of the exclusive privilege which is not contained in the particulars delivered under this section.

(4) If it is alleged that the invention was publicly used or known before the date of the delivery or receipt of the application for leave to file the specification, the places where and the manner in which the invention was so publicly used or known shall be stated in the particulars.

(5) Notwithstanding anything in the foregoing portion of this section, the Court in which the suit or application is pending, or an issue arising out of the application is being tried, may allow the plaintiff or defendant respectively to amend the particulars delivered under this section upon such terms as it thinks fit.

Title of actual inventor to exclusive privilege in case of fraud.

37. If, in a suit instituted in the District Court within two years from the date of the delivery or receipt of an application for leave to file a specification, the actual inventor proves to the satisfaction of the Court that the applicant was not the actual inventor, and that at the time of the application for leave to file the specification he knew or had reason to believe that the knowledge of the invention was obtained by himself or by some other person surreptitiously or in fraud of the actual inventor, or by means of a communication made in confidence by the actual inventor to him or to any person through whom he derived the knowledge, the Court may make a decree declaring an exclusive privilege in respect of the invention to be vested, subject to the other provisions of this Part, in the actual inventor for a term of fourteen years from the date of the filing of the specification, and requiring the applicant to account for and pay over to the actual inventor the profits derived by him from the invention.

Transmission of copies of decrees and orders to Secretary.

38. A Court making a decree in a suit under section 29 or section 37, or an order on an application under section 30, section 31 or section 32, shall send a copy of the decree or order, as the case may be, to the Secretary, who shall cause an entry thereof to be made in the register of inventions and against any entry in the address-book affected thereby.

Registration of cessation of exclusive privilege.

39. In the following cases, namely—

(*a*) when an exclusive privilege acquired under this Part has ceased under section 8 by reason of a fee in respect of the continuance of the privilege not having been paid within the time limited by the fourth schedule for the payment thereof, and the period within which an order might have been made for enlarging the time for the making of the payment has expired ;

(*b*) when an exclusive privilege acquired under this Part has been declared by the Governor-General in Council under section 27 to have ceased ;

(*c*) when an exclusive privilege acquired under this Part has

ceased under section 28 by reason of the revocation of a patent;

(*d*) when the whole or any part of an exclusive privilege acquired under this Part has ceased under section 35 in consequence of an order under that section;

(*e*) when an exclusive privilege has been declared by a decree to have vested in an actual inventor under section 37;

(*f*) when an exclusive privilege acquired under this Part has ceased by reason of the expiration of the term for which it was acquired;

the Secretary shall cause an entry with respect to the cessation or vesting of the exclusive privilege to be made in the register of inventions, and a reference to that entry to be made in the margin of the entry of the specification in that register.

Rectification of register of inventions or address-book.

40. (1) If any person is aggrieved by an entry in the register of inventions or address-book, or by the omission of an entry therefrom, and a proceeding is not provided in the foregoing portion of this Part whereby the register or book may be rectified, he may apply to a High Court for an order for the rectification of the register or book, and the Court may make such order on the application as it thinks fit.

(2) A copy of the order shall be forwarded by the Court to the Secretary, who shall cause an entry thereof to be made in the register of inventions and against any entry in the address-book affected thereby.

(3) When the Secretary is a party to an application under this section, the costs of another party thereto shall not be adjudged to be payable by the Secretary.

Power to High Court to stay proceedings on or dismiss certain applications.

41. A High Court to which an application has been made under section 30, section 31, section 32 or section 40 may stay proceedings on, or dismiss, the application if in its opinion the application would be disposed of more justly or conveniently by another High Court.

Power for Governor-General in Council to require grant of licenses.

42. If on the petition of any person interested it is proved to the Governor-General in Council that, by reason of an inventor who has acquired an exclusive privilege under this Part failing to grant licenses on reasonable terms,—

(*a*) the exclusive privilege is not being worked in British India, or

(*b*) the reasonable requirements of the public with respect to the invention cannot be supplied, or

(*c*) any person is prevented from working or using to the best advantage an invention of which he is possessed,

the Governor-General in Council may order the inventor to grant, or may himself on behalf of the inventor grant, licenses on such terms as to the amount of royalties, security for payment, or otherwise, as the Governor-General in Council, having regard to the nature of the invention and the circumstances of the case, may deem just.

Agents.

43. If an applicant is absent from British India, an application for leave to file a specification, memorandum or amended specification may, instead of being signed by the applicant under section 5, section 9 or section 18, as the case may be, be signed on behalf of the applicant by an agent in British India authorised by him in writing in that behalf.

Verification of applications.

44. (1) An application under this Part for leave to file a specification, memorandum or amended specification must be verified by the person making the application.

(2) If that person is absent from British India, the application may be verified by the agent who signs the application on his behalf.

(3) The verification must be signed by the person making it, and must be to the effect that the facts stated in the application are true to his knowledge, except as to matters stated on information and belief, and that as to those matters he believes them to be true.

Fees.

45. (1) There shall be paid in respect of the several proceedings specified in the fourth schedule the fees in that schedule prescribed.

(2) The Governor-General in Council may, if he thinks fit, reduce any of those fees and revoke or vary the reduction.

(3) The fees payable under this section shall be collected by means of stamps or otherwise as the Governor-General in Council directs.

(4) A proceeding in respect of which a fee is payable under the fourth schedule shall be of no effect unless the fee has been paid.

Rules and forms.

46. (1) The Governor-General in Council may make such rules and prescribe such forms as he thinks necessary for carrying out the purposes of this Part, and may alter or amend either of the forms in the second and third schedules.

(2) Rules under this section may provide, among other matters, for the printing of specifications, memoranda and amended specifications, and for the distribution or sale of printed copies thereof.

PART II.

DESIGNS.

Definitions.

47. In this Part, unless there is something repugnant in the subject or context,—

(1) "design" means some peculiar shape, configuration or form given to an article, or arrangement of lines or the like used on or with an article, but not the article itself:

(2) "copyright" means the exclusive right to apply a design to an article:

(3) the author of any new and original design shall be considered the "proprietor" thereof, unless he executed the work on behalf of another person for a good or valuable consideration, in which case

that person shall be considered the "proprietor," and every person acquiring for a good or valuable consideration a new and original design, or the right to apply the same to an article, either exclusively of any other person or otherwise, and also every person on whom the property in the design or the right to the application thereof shall devolve, shall be considered the "proprietor" of the design in the respect in which the same may have been so acquired, and to that extent, but not otherwise:

(4) "Secretary," "District Court," and "High Court" have the same meanings as in Part I.

Application for order for registration of design.

48. (1) Any person claiming to be the proprietor of any new and original design not previously published in British India may apply to the Governor-General in Council for an order for the registration of the design.

(2) The application must contain a statement of the nature of the design, and be accompanied by not fewer than three copies of drawings, photographs or tracings of the design, and must be left with, or sent by post to, the Secretary.

(3) The date of the delivery or receipt of the application in the office of the Secretary shall be endorsed thereon and recorded in that office.

Registration in register of designs.

49. (1) Upon the application the Governor-General in Council may, after such inquiry as he thinks fit, make an order authorizing the registration of the design.

(2) When an order has been made under sub-section (1), the Secretary shall cause the design to be registered in a book to be kept by him for the purpose and to be called the register of designs.

(3) The date of registration shall be recorded in the register.

Acquisition of copyright.

50. When a design is registered, the proprietor of the design shall, subject to the other provisions of this Part, have copyright in the design during five years from the date of registration.

Marking registered designs.

51. (1) Before delivery on sale of any article to which a registered design has been applied, the proprietor of the design shall cause the article to be marked with the word "registered" either in full or in an abbreviated form.

(2) If he fails to cause the article to be so marked, the copyright in the design shall cease unless the proprietor shows that he took all proper steps to ensure the marking of the article.

Effect of exhibiting unregistered designs at exhibitions.

52. If the proprietor of a design exhibited at an industrial or international exhibition, certified as such by the Governor-General in Council, causes an application for an order for the registration of the design to be delivered to or received by the Secretary within six months from the date of the admission of the design into that exhibition, the design shall not be deemed not to be new or original within the meaning of

section 48 by reason only of the design having been exhibited at the exhibition:

Suit for infringement of copyright.

53. (1) The proprietor of a registered design may institute a suit in the District Court for the recovery of any damages arising from the application of the design, or of any fraudulent or obvious imitation thereof, for the purpose of sale by any person to any article, or from the publication, sale or exposure for sale by any person of any article to which the design, or any fraudulent or obvious imitation thereof, has been applied, that person knowing or having reason to believe that the proprietor had not given his consent to such application.

(2) When the Court makes a decree in a suit under this section, it shall send a copy of the decree to the Secretary, who shall cause an entry thereof to be made in the register of designs.

Mutation of names in register of designs.

54. Any person in whom the copyright in a design, or any share or interest therein, has become vested may apply to the Secretary for the entry of his name in the register of designs as proprietor of the copyright, or of a share or interest therein, and the Secretary may, if he sees fit, cause the entry to be made.

Registration of cessation of copyright.

55. (1) When, from the expiration of the term of a copyright or from any other cause, the copyright in a design has ceased, the Secretary shall cause an entry with respect to the cessation of the right to be made in the register of designs.

Rectification of register of designs.

56. (1) A High Court may, on the application of any person aggrieved by an entry in the register of designs, or by the omission of an entry therefrom, make such order for the rectification of the register as it thinks fit.

(2) An order under sub-section (1) may declare copyright in a design not to have been acquired.

(3) A copy of the order shall be forwarded by the Court to the Secretary, who shall cause an entry thereof to be made in the register of designs.

(4) When the Secretary is a party to an application under this section, the costs of another party thereto shall not be adjudged to be payable by the Secretary.

Power to High Court to stay proceedings on or dismiss application for rectification of register.

57. A High Court to which an application has been made under the last foregoing section may stay proceedings on, or dismiss, the application if, in its opinion, the application would be disposed of more justly or conveniently by another High Court.

Provisions with respect to register of designs.

58. An entry in the register of designs shall, for the purposes of the law of evidence for the time being in force, be deemed to be a public document, and the register or a copy thereof shall be open to the inspection of any person at all reasonable times.

59. ( ) There shall be paid in respect of the several proceedings specified in the fifth schedule the fees in that schedule prescribed.

Fees.

(2) The Governor-General in Council may, if he thinks fit, reduce any of those fees and revoke or vary the reduction.

(3) The fees payable under this section shall be collected by means of stamps or otherwise as the Governor-General in Council may direct.

(4) A proceeding in respect of which a fee is payable under the fifth schedule shall be of no effect unless the fee has been paid.

60. The Governor-General in Council may make such rules and prescribe such forms as he thinks necessary for carrying out the purposes of this part.

Rules and forms.

THE FIRST SCHEDULE.

ENACTMENTS REPEALED.

(*See section* 2.)

Number and year.	Subject or title.	Extent of repeal.
XV of 1859	For granting exclusive Privileges to Inventors.	So much as has not been repealed.
XIII of 1872 ...	Patterns and Designs Protection Act, 1872.	So much as has not been repealed.
XVI of 1883 ...	Protection of Inventions Act, 1883.	The whole.
I of 1879	Indian Stamp Act, 1872.	Article 48, Schedule I.

THE SECOND SCHEDULE.

APLICATION WHERE PATENT HAS NOT BEEN OBTAINED.

(*See sections* 5 *and* 46.)

To the GOVERNOR-GENERAL IN COUNCIL.

The application of (*here insert name, occupation and address*) for leave to file a specification under Part I. of the Inventions and Designs Act, 1887.

1. The applicant is in possession of an invention for (*state the title of the invention*) which invention he believes will be of public utility; he is the inventor thereof (*or, as the case may be, the executor, administrator or assign of the inventor*); and the invention is not publicly used or known in any part of British India or of the United Kingdom to the best of his knowledge and belief.

2. The following is a description of the invention (*here describe it*).

3. The applicant therefore prays for leave to file a specification of the invention pursuant to Part I. of the Inventions and Designs Act, 1887.

(*Signature and verification.*)

THE THIRD SCHEDULE.

APPLICATION WHERE PATENT HAS BEEN OBTAINED.

(See sections 5 *and* 46.)

TO THE GOVERNOR-GENERAL IN COUNCIL.

The application of *(here insert name, occupation and address)* for leave to file a specification under Part I. of the Inventions and Designs Act, 1887.

1. The applicant *(or, as the case may be, A. B. of whom the applicant is the executor, administrator or assign)* has obtained a patent in the United Kingdom dated and sealed as of the day of , and actually sealed on the day of , for *(state the title of the invention).*

2. The applicant believes that the invention was not publicly used or known in any part of British India at or before the date of the application for the patent.

3. The following is a description of the invention *(here describe it).*

4. The applicant therefore applies for leave to file a specification of the invention pursuant to Part I. of the Inventions and Designs Act, 1887.

(Signature and verification.)

THE FOURTH SCHEDULE.

FEES (*Inventions*).

(See sections 8, 15, 39 *and* 45.)

	Rs.	a.	p.
(1) in respect of an application for leave to file a specification (section 5)	10	0	0
(2) in respect of the filing of a specification (section 8)...	30	0	0
(3) in respect of an extension of the time for filing a specification (section 8)	20	0	0
(4) in respect of the continuance of an exclusive privilege (section 8)—			
(*a*) after the filing of the specification and before the expiration of the second year from the date of the filing thereof	75	0	0
(*b*) after the expiration of the second year and before the expiration of the fourth year from that date	75	0	0
(*c*) after the expiration of the fourth year and before the expiration of the sixth year from that date.	100	0	0
(*d*) after the expiration of the sixth year and before the expiration of the eighth year from that date	100	0	0
(*e*) after the expiration of the eighth year and before the expiration of the tenth year from that date.	150	0	0

Provided that the inventor may pay the sum total of the said fees in respect of the continuance of the

	Rs.	a.	p.
exclusive privilege, or any part thereof short of the sum total, at any time before the same falls due.			
(5) in respect of an enlargement of the time for payment of a fee under article (4) of this schedule (section 8)—			
(*i*) if the enlargement does not exceed one month ...	10	0	0
(*ii*) if the enlargement exceeds one month, but does not exceed two months	25	0	0
(*iii*) if the enlargement exceeds two months ...	50	0	0
(6) in respect of an application for an extension of an exclusive privilege for a further term (section 15) ...	50	0	0
(7) in respect of an order extending the term of an exclusive privilege (section 15)	200	0	0
(8) in respect of an application for leave to file a memorandum or amended specification (section 18) ...	20	0	0
(9) in respect of a petition to the Governor-General in Council for compulsory license (section 42) ...	50	0	0
(10) for the inspection of any book or other document which is open to inspection under Part I ...	1	0	0
(11) for copies—			
(*a*) when the number of words copied does not exceed four hundred	1	0	0
(*b*) for every hundred words in excess of four hundred	0	4	0
(*c*) of drawings	...cost according to agreement.		
(12) for certifying copies— for every hundred words	0	2	0

THE FIFTH SCHEDULE.

FEES (*Designs*).

(*See section* 59.)

	Rs.	a.	p.
(1) in respect of an application for an order for the registration of a design (section 48)	10	0	0
(2) in respect of a mutation of names in the register of designs (section 54)	5	0	0
(3) for the inspection of any book or other document which is open to inspection under Part II. ...	1	0	0
(4) for copies—			
(*a*) when the number of words copied does not exceed four hundred	1	0	0
(*b*) for every hundred words in excess of four hundred.	0	4	0
(*c*) of drawings	...cost according to agreement.		
(5) for certifying copies— for every hundred words	0	2	0

BOMBAY CHAMBER of COMMERCE, *22nd February*, 1887.

The UNDER-SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—I have submitted to the Committee of the Chamber your letter No. 332 of the 31st ultimo, accompanying a copy of the Bill to consolidate and amend the law relating to the Protection of Inventions and Designs, on the provisions of which you desire the views of the Chamber.

In reply, I am directed to say that the Committee having carefully considered the proposed enactment have no alterations or additions to suggest, the provisions meeting with their entire approval.—I am, &c.,

JOHN MARSHALL, Secretary.

APPENDIX H.

BILL TO AMEND THE INDIAN STAMP ACT, 1879.

No. 3446 OF 1887.

JUDICIAL DEPARTMENT,
BOMBAY CASTLE, 16*th June*, 1887.

From A. SHEWAN, Esq., Acting Under-Secretary to Government, Bombay, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith copy of a letter from the Officiating Secretary to the Government of India, Legislative Department, No. 1015, dated the 31st ultimo, together with copy of a Bill to amend the Indian Stamp Act, 1879, with Statement of Objects and Reasons, and to request that you will be so good as to favour Government with the opinion of the Chamber of Commerce, on the provisions of the Bill.

2. I am to request the favour of a reply before the 10th proximo, —I have, &c.,

A. SHEWAN,
Acting Under-Secretary to Government.

No. 1015.

SIMLA, 31*st May*, 1887.

From S. HARVEY JAMES, Esq., Officiating Secretary to the Government of India, Legislative Department, to the CHIEF SECRETARY to GOVERMENT of BOMBAY.

SIR,—I am directed to forward herewith twenty copies of the papers noted on the margin, and to request that the Governor in Council will favour the Government of India in this Department with an expression of his opinion on the provisions of the Bill, and with the opinions of the Hon'ble the Judges of the High Court and of such selected officers, Insurance companies and other persons as the Governor in Council may think fit to consult on the subject.

A Bill to amend the India Stamp Act, 1879, with Statement of Objects and Reasons.

2. I am also to request that the Bill and Statement may be published in the *Bombay Government Gazette* in English, and in such

other languages as the Governor in Council may deem proper, and that the dates of publication of both may be communicated in your reply.

3. The reply to this letter should be sent in by the 1st August next.—I have, &c.,

S. HARVEY JAMES,
Officiating Secretary to the Government of India.

STATEMENT OF OBJECTS AND REASONS.

In the Resolution of the Department of Finance and Commerce, No. 1046, dated the 5th March, 1886, published in the *Gazette of India* of 6th March, 1886, opinion was invited on certain proposals of the Government of Bengal for the reduction of the stamp-duty payable on policies of fire-insurance for short terms.

Those proposals having been generally accepted as fair and equitable, this Bill has been prepared for the purpose of giving effect to them.

2. One Insurance Company, while recommending the reduction of stamp-duty on annual fire-policies, proposes to solve the difficulty of levying duty on renewals of fire-policies for short terms by prohibiting such renewals altogether, and asserts that this course would be productive of no inconvenience to the public, and of no appreciable inconvenience to Insurance Companies. The Government of India is not prepared to adopt this proposal unless it is assured by the almost unanimous opinion of those engaged in fire-insurance business that the prohibition of renewals would not lead to inconvenience. If such an assurance is forthcoming, it will be considered by the Select Committee to which this Bill is to be referred.

3. It is proposed so to amend the definition of "policy of insurance" as to make section 65 of the Indian Stamp Act, 1879, clearly applicable as well to contracts of renewal or continuance of insurance as to original policies.

4. Insurance Companies are invited to state, in their opinions on the Bill, the mode which will be most convenient to them of paying stamp-duty on renewals of policies of insurance.

25th May, 1887. A. COLVIN.

A BILL TO AMEND THE INDIAN STAMP ACT, 1879.

WHEREAS it is expedient to amend certain provisions of the Indian Stamp Act, 1879, relating to policies of insurance;

It is hereby enacted as follows:—

Amendment of definition of "policy of insurance."

1. For clause (15) of section 3 of that Act the following shall be substituted, namely:—

"Policy of insurance."

"15 'Policy of insurance' means any instrument by which one person, in consideration of a premium, engages to indemnify another against loss, damage, or liability arising from an unknown or contingent event,

and it includes any writing evidencing the renewal of any such instrument for the purpose of keeping the engagement in force :

"It includes a life policy."

New article substituted for article 49 of Schedule I.

2. For article 49 of the first schedule to that Act the following shall be substituted, namely :—

Description of Instrument.	Proper Stamp-duty.	
	If drawn singly.	If drawn in duplicate, for each part.
49. POLICY OF INSURANCE.		
See Exemption, Schedule II. [No. 14 (*a*)].	Rs. a. p.	Rs. a. p.
(*a*) In the case of sea-insurance—		
When the amount insured does not exceed ..... Rs. 1,000	0 4 0	0 2 0
And for every further sum of Rs. 1,000 or part thereof in excess of 1,000	0 4 0	0 2 0
(*b*) In the case of fire-insurance—		
i. In respect of an original policy for a month or any shorter term—		
When the amount insured does not exceed ..... Rs. 1,000	0 2 0	0 1 0
And for every further sum of Rs. 1,000 or part thereof in excess of 1,000	0 2 0	0 1 0
ii. In respect of an original policy for more than one month but not more than three months—		
When the amount insured does not exceed ..... Rs. 1,000	0 3 0	0 2 0
And for every further sum of Rs. 1,000 or part thereof in excess of 1,000	0 3 0	0 2 0
iii. In respect of an original policy for more than three months but not more than six months—		
When the amount insured does not exceed ..... Rs. 1,000	0 4 0	0 3 0
And for every further sum of Rs. 1,000 or part thereof in excess of 1,000	0 4 0	0 3 0
iv. In respect of an original policy for a year or any longer term—		
When the amount insured does not exceed ..... Rs. 1,000	0 6 0	0 3 0
And for every further sum of Rs. 1,000 or part thereof in excess of 1,000	0 6 0	0 3 0

Description of Instrument.	Proper Stamp-duty.	
	If drawn singly.	If drawn in duplicate, for each part.
49. POLICY OF INSURANCE.—(*continued.*)		
v. In respect of renewing, for the purpose of keeping in force, a policy granted for any shorter term than one year	The same duty as would be payable in respect of an original policy for the amount and term to which the renewal extends: Provided that duty shall not be payable in respect of the renewal when the duty already paid in respect of the original policy, or in respect of the original policy and previous renewal thereof, is equal to or exceeds the duty which would be payable in respect of an original policy for the amount aforesaid for a year, and that, where the duty payable in respect of the renewal would, when added to the duty already paid in respect of the original policy, or in respect of the original policy and previous renewal thereof, exceed the duty payable in respect of an original policy for the amount aforesaid for a year, the duty payable in respect of the renewal shall not exceed the difference between the duty already paid and the duty payable in respect of an original policy for the amount aforesaid for a year.	
	If drawn singly.	If drawn in duplicate, for each part.
(o) In the case of any other insurance— When the amount insured does not exceed ..... Rs. 1,000 And for every further sum of Rs. 1,000 or part thereof in excess of 1,000	Rs. a. p. 0 6 0 0 6 0	Rs. a. p. 0 3 0 0 3 0

BOMBAY CHAMBER OF COMMERCE, *23rd June*, 1887.

The SECRETARY, BOMBAY ASSOCIATION of FIRE INSURANCE AGENTS.

DEAR SIR,—I beg to forward herewith the accompanying letter and Bill to amend the Indian Stamp Act, 1879, which the Government of Bombay have forwarded for the opinion of this Chamber.

Before replying to the communication, I am desired to ask you if you will be so good as to lay the papers before your Committee and favor me, at the earliest convenient date, with any remarks they may wish to offer on the proposed measure.—Yours, &c.,

JOHN MARSHALL, Secretary.

THE BOMBAY ASSOCIATION OF FIRE INSURANCE AGENTS,
BOMBAY, *9th July*, 1887.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce.

Stamp Duty on Fire Insurance Policies.

DEAR SIR,—Recurring to your letter of the 23rd ultimo on the above subject, I beg to hand you herewith, for the information of your Committee, copy of a letter which has this day been addressed to Government by this Association, in reply to the direct communition received by the latter.—I am, &c.,

CLEMENT POOLE, Secretary.

THE BOMBAY ASSOCIATION OF FIRE INSURANCE AGENTS,
BOMBAY, *9th July*, 1887.

To A. SHEWAN, Esq., Acting Under-Secretary to Government, Bombay.

SIR,—I have the honour to own receipt of your communication, No. 3448 of 1887, dated the 16th ultimo, with copy of a letter from the Officiating Secretary to the Government of India, Legislative Department, No. 1015, dated the 31st May, together with a copy of a Bill to amend the Indian Stamp Act of 1877, with Statement of Objects and Reasons, and inviting the opinion of this Association on the provisions of the Bill.

In reply, I am directed by the Committee of this Association to inform you that the papers referred to have been placed before the

members of the same, who consider the alterations which Government proposes to make in the Stamp Act very satisfactory.

The Fire Offices represented in this city generally understand that, in the case of a yearly policy on which the maximum duty has been paid, the policy can be continued from year to year without further payment of stamp duty, the usual acknowledgment of the receipt of premium in the form of an ordinary receipt being sufficient ; but, some of the members of this Association, feeling that this is not quite clear, my Committee beg leave to suggest that it might be advisable to insert a clause in the new Act which would remove any ambiguity on the point.

With reference to the recommendation of one insurance office, mentioned in para. 2 of the " Statement of Objects and Reasons " of the Bill, that the renewal of fire policies for short periods should be prohibited, I beg to state that the members of this Association dissent from this recommendation by a large majority, two members only, representing three offices, giving it their support.

In reply to para. 4 of the " Statement of Objects and Reasons " I am directed to say that, in the opinion of my Committee, the most convenient mode of paying stamp duty on renewals of policies would be by the issue, at the stamp office, of adhesive stamps of the different denominations required, and which could be affixed to the policies, on renewal, by the insurance offices themselves.

In conclusion, I am directed to tender the best acknowledgments of this Association to Government for the considerate manner in which the representations of the Fire Insurance Offices on the subject of stamp duty on short period policies have been met. At the same time it is desired to put on record the reiterated expression of the Association's regret that Government still deems it expedient to continue a system of taxation on Fire Insurance, opposed to the principles of political economy, and at variance with English legislation on the subject.—I have, &c.,

CLEMENT POOLE, Secretary.
M. R. WYER, Deputy Chairman.

BOMBAY CHAMBER OF COMMERCE, 18*th July*, 1887.

The ACTING UNDER-SECRETARY to GOVERNMENT, Judicial Department, Bombay.

SIR,—I have the honor to acknowledge receipt of your letter, No. 3446 of the 16th ultimo, accompanying copy of a draft Bill to amend the Indian Stamp Act, 1879, on which you request the opinion of the Chamber.

2. In reply, I am directed to inform you that the provisions of the proposed Bill meet with the approval of the Chamber, and my Committee would endorse the opinons thereon expressed by the Bombay Association of Fire

Insurance Agents, who have been good enough to furnish the Chamber with a copy of their letter to Government of 9th instant on the subject.

3. I am further directed to suggest that it would be a great convenience to Insurance companies and their representatives if the Government of India would add to the Bill the necessary provision for rendering the duty on Insurance policies, both fire and marine, payable by adhesive instead of impressed stamps. At present, considerable delay and inconvenience arises from requiring to send policies to the Stamp offices for stamping within certain limited hours, whereas if the use of adhesive stamps were admissible, a small stock could be kept on hand to cover ordinary requirements.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX I.

THE NATIVE PASSENGER SHIPS ACT, 1887.

No. 1598 OF 1887.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 28*th May*, 1887.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith copy of a Resolution of this day's date, passed by the Government of Bombay on a telegram received from the Government of India regarding the date of enforcing the provisions of the Native Passenger Ships Act, 1887.—I have, &c.,

J. DE C. ATKINS,
Under-Secretary to Government.

No. 1597.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 28*th May*, 1887.

Telegram from the Government of India, Department of Finance and Commerce, dated 26th May 1887 :—

"Notification issued enforcing Native Passenger Ships Act, 1887, from 1st June. Inform local officers."

Memorandum from the Marine Department of the Secretariat, No. 34, dated 26th May, 1887.

RESOLUTION.—The officers and department concerned to be informed.

J. DE C. ATKINS,
Under-Secretary to Government.

No. 1673 OF 1887.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 7*th June*, 1887.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my letter No. 1598, dated the 28th ultimo, I am directed to forward the accompanying copy of a Resolution passed by this Government, No. 1672, dated 7th June, 1887, on the subject therein referred to.—I have, &c.,

J. DE C. ATKINS,
Under-Secretary to Government.

No. 1672.

GENERAL DEPARTMENT,
BOMBAY CASTLE, *7th June*, 1887.

Memorandum from the Government of India, Department of Finance and Commerce, No. 2815, dated 26th May, 1887—Forwarding for information a copy of their following notification :—

> " Whereas it is provided by Section 3 of Act No. X. of 1887 (an Act to consolidate and amend the law relating to Native Passenger Ships) that the said Act shall come into force on such day as the Governor-General in Council, by notification in the *Gazette of India*, appoints ;
>
> it is hereby notified that the Governor General in Council appoints the first day of June, 1887, as the day on which the said Act shall come into force."

RESOLUTION.—Copies to be forwarded to the officers and department concerned in continuation of Government Resolution No. 1597, dated 28th May, 1887.

2. The notification by the Government of India has been republished at page 453 of the *Bombay Government Gazette*, Part I., dated the 2nd instant.

J. DE C. ATKINS,
Under-Secretary to Government.

APPENDIX J.

RULES UNDER THE PETROLEUM ACT OF 1886.

No. 366 OF 1887.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 1*st February*, 1887.

To the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith a copy of the draft rules under Section 8 of the Petroleum Act (XII. of 1886), which have been prepared by the Collector of Customs and Opium and revised by the Remembrancer of Legal Affairs, and to request that you will be so good as to favour Government with the opinion thereon of the Chamber at your early convenience. I am at the same time to intimate that it is proposed to adopt the rules under Section 9 of the old Act as Rules under Section 11 of the New Act without any alteration.—I have, &c.,

J. DE C. ATKINS,
Under-Secretary to Government.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 1*st February*, 1887.

No. 365.—In accordance with the provisions of Section 26 of the Indian Petroleum Act (XII. of 1886), the Governor in Council is pleased to publish, for general information, the following draft of the rules which, with the previous sanction of the Governor-General in Council, Government propose to make under Section 8 of the Act, in supersession of the rules framed under Section 7 of the Petroleum Act (VIII. of 1881), published at pages 325 to 328 of the *Bombay Government Gazette* for 1884, Part I.

The draft will be taken into consideration on the expiry of two months from the date of this notification.

Preliminary.

Short title.

1. These rules may be cited as "The Bombay Petroleum Import Rules."

Interpretation.

2. In these rules:

"The Act;"

(1) "the Act" means the Petroleum Act, 1886;

"Petroleum declared dangerous;"

(2) "petroleum declared dangerous" means petroleum which the master of a ship has declared under Rule 5 to be dangerous petroleum;

(3) "certificated petroleum" means petroleum in respect of which a certificate of such description as the Governor in Council from time to time, by resolution, permits to be recognised for the purposes of these rules, has been obtained, at the port of shipment, declaring that the said petroleum is not dangerous petroleum;

"Certificated petroleum;"

(4) "uncertificated petroleum" means petroleum which is neither petroleum declared dangerous nor certificated petroleum.

"Uncertificated petroleum;"

(5) "petroleum reported dangerous" and "petroleum reported not dangerous" mean petroleum which the Chemical Examiner has certified in a report under Rule 24 to be, respectively, dangerous or not dangerous;

"Petroleum reported dangerous" and "petroleum reported not dangerous;"

(6) "the Chemical Examiner" means, in Bombay, the Chemical Analyser or Assistant Chemical Analyser to Government, in Karachi, the Civil Surgeon or the Assistant Surgeon in charge of the Manora Dispensary, and, in Aden, the Port Surgeon;

"Chemical Examiner;"

(7) "the Chief Customs Officer" means the chief executive officer of sea customs for any port to which these rules apply;

"Chief Customs Officer;"

(8) words and expressions defined in section 3 of the Act have the same meanings as are respectively assigned to them in that section.

Words and expressions defined in the Petroleum Act.

Ports at which Petroleum may be imported.

3. Petroleum from any port in Burma or from any port beyond the limits of British India may not be imported except at the ports of Bombay, Karachi, and Aden.

Importation from Burma and Foreign Ports.

4. Petroleum from any port in British India other than a port in Burma may be imported at any port in the Bombay Presidency: Provided as follows, viz.:

Importation from British Indian Ports.

(*a*) if such petroleum be dangerous petroleum, it must be covered by a license under section 5 or section 6 of the Act, as the case may be;

(*b*) if such petroleum be not dangerous, it must have been reported not dangerous by the Chemical Examiner at Bombay, Karachi, or Aden, and the words "not dangerous" must be noted on the shipping bill and on the export manifest.

Ascertainment of the quantity and description of Petroleum on board ship.

5. Except as is hereinafter otherwise provided, the master of every ship bound for Bombay, Karachi, or Aden, carrying petroleum, shall deliver to the pilot before reaching the point herein-below specified, namely:

Declaration to be made by master of ship carrying petroleum or by the ship's agent.

at Bombay—The Sunk Rock Light House;

at Karachi—The No. 2 Deepwater Point moorings;

at Aden—Such point as shall be fixed on this behalf by the Resident;

a written declaration under his signature stating—

(*a*) what quantity of petroleum the ship is carrying;

(*b*) whether any and, if so, what part of it is dangerous petroleum;

(*c*) whether any and, if so, what part of it is certificated petroleum; and

(*d*) whether any, and, if so, what part of it is oil intended exclusively for lubricating or jutebatching purposes and having a flashing point above 200° Abel's test:

Provided that if, in anticipation of a ship's arrival, the agent of such ship delivers to the Port Officer a written declaration as aforesaid under his signature, no such declaration shall be necessary by the master of the ship.

If the master or agent declares that any petroleum is certificated petroleum he shall deliver to the pilot or Port Officer, as the case may be, along with his declaration, the certificate relating to such petroleum.

Every such certificate and declaration delivered to a pilot shall by him be made over without delay to the Port Officer and all certificates and declarations received by the Port Officer shall, with all convenient despatch, be forwarded by him to the Chief Customs Officer.

Discharge, landing, transhipment and storage of Petroleum.

When a ship carrying petroleum may anchor at ordinary anchorages.

6. A ship having on board only certificated petroleum not exceeding five hundred gallons in quantity or oil declared by the master or agent to be of the description mentioned in clause (*d*) of Rule 5, or both, may be anchored at any anchorage in the port at which it is otherwise lawful for such ship to be anchored and her cargo may be discharged in the ordinary manner:

Provided—

(*a*) that such petroleum shall be landed subject to the provisions of Rules 16 to 18;

(*b*) that the officer whose duty it is, under Rule 22, to select samples of petroleum on board may at any time take a sample of such certificated petroleum or oil for the purpose of having it tested.

When a ship carrying petroleum must anchor at a special anchorage.

7. A ship having on board (*a*) petroleum declared dangerous, or (*b*) certificated petroleum exceeding five hundred gallons in quantity, or (*c*) uncertificated petroleum, shall be anchored at such anchorage as the Conservator of the Port shall appoint in this behalf and shall not leave such anchorage until such petroleum has been discharged.

8. Petroleum shall be landed only at such landing places as shall be prescribed by the Chief Customs Officer, with the sanction of Government, for Bombay, of the Commissioner in Sind, for Karachi, and of the Resident, for Aden.

Petroleum only to be landed at appointed landing places.

9. Except as is otherwise provided in Rules 10 and 11, no petroleum shall be landed from any ship until the Chemical Examiner's report in respect thereof has been received in the office of the Chief Customs Officer, if such petroleum comes under clause (*a*), (*b*) or (*c*) of Rule 7.

Petroleum falling under clause (*a*), (*b*) or (*c*) of Rule 7 not to be landed until it has been tested.

10. If the quantity of petroleum declared dangerous on board a ship does not exceed forty gallons and there is no other petroleum on board, or the aggregate quantity of petroleum on board, including petroleum declared dangerous, does not exceed forty gallons, the said petroleum may be forthwith landed.

Exception in respect of petroleum declared dangerous which is not in excess of 40 gallons or is covered by an import license.

If the quantity of petroleum declared dangerous exceeds forty gallons, or if it does not exceed forty gallons, but the aggregate quantity of petroleum on board exceeds that amount, the whole or any portion thereof may be at once landed, if the whole amount of the petroleum on board is covered by an import license under section 5 of the Act.

11. The Chief Customs Officer may, in anticipation of the Chemical Examiner's report, allow the consignee of any certificated petroleum exceeding five hundred gallons in quantity to discharge the same into boats or to land it.

Exception in respect of certificated petroleum exceeding 500 gallons.

Such permission shall be subject to the condition that the boats into which the petroleum is discharged shall remain at such place as may be directed by the Chief Customs Officer, or that the petroleum shall be landed at a landing place duly appointed for this purpose under Rule 8 and be stored in a public warehouse built according to any rules in force for the storage of petroleum and set apart for the storage of certificated petroleum which has not been reported not dangerous.

Before removal to such warehouse the petroleum must be entered inwards and cleared under sections 86 and 87 of the Sea Customs Act.

12. As soon as the Chemical Examiner's report has been received in the office of the Chief Customs Officer, the petroleum to which the same relates shall be deemed to be dangerous or not dangerous in accordance with the said report; and any petroleum reported dangerous which has not been declared dangerous shall at once be subject to the provisions relating to dangerous petroleum.

Chemical Examiner's report to be final as to the nature of the petroleum tested.

Landing of petroleum reported not dangerous.

13. Petroleum reported not dangerous may be landed forthwith.

14. If the petroleum reported dangerous, together with the petroleum declared dangerous, if any, exceeds forty gallons in quantity and the same has not been already landed under the second paragraph of Rule 10, no part of it shall be landed, except as is otherwise provided in Rule 16, without production of an import license under section 5 of the Act covering the whole amount thereof.

Dangerous petroleum in excess of 40 gallons may not be landed except under an import license.

15. Applications for import licenses under the said section shall be submitted, in Bombay, to the Commissioner of Police, in Aden, to the Resident, and in Karachi, to the Commissioner in Sind, who will, after inquiry, forward the same with their opinion to Government in the General Department.

Import licenses how obtainable.

If the application is granted, a license in the form prescribed in the schedule and signed by a Secretary to Government will be forwarded to the applicant through the officer to whom his application was submitted.

16. If the petroleum declared dangerous or the petroleum reported dangerous on board of a ship or both together, exceed in quantity forty gallons and no license for the importation thereof is produced under section 5 of the Act, the said petroleum or any portion thereof, may, nevertheless, be landed by any person who produces a license from Government under the said section authorising him to keep the said petroleum or the said portion thereof at any place for the purpose of being re-exported.

Petroleum declared or reported dangerous and in excess of 40 gallons may be landed, under a license for the purpose of being re-exported.

17. Petroleum shall not be discharged, landed, or transhipped at any time between sunset and sunrise.

Petroleum to be landed, &c., only in the day time.

18. Smoking and the use of any fire or light on any boat which is being used for landing or transhipping petroleum are prohibited.

Smoking and fire, &c., on cargo-boats prohibited.

19. Petroleum shall not be stacked on or near any landing-place but shall be removed with the least possible delay to its proper destination.

Petroleum not to be stacked on or near landing-places.

20. Except as is otherwise provided in Rules 17 and 18, the transhipment of petroleum for any port beyond the limits of British India shall not be subject to any restriction.

Transhipment of petroleum.

Petroleum may be transhipped to any port in British India at the ports of Bombay, Karachi, and Aden only. Such transhipment shall be subject to the following provisions, viz.:

(*a*) if the petroleum is dangerous petroleum, it must be covered by a license under section 5 or 6 of the Act permitting its import at the port to which it is transhipped, and

(*b*) if the petroleum is not dangerous petroleum, it must have

been reported by the Chemical Examiner to be not dangerous petroleum.

Storage of petroleum.

21. Dangerous petroleum and petroleum exceeding five hundred gallons in quantity shall not be stored on any premises which are not licensed under section 11 of the Act.

Selection and delivery of Samples.

Selection of samples.

22. When a ship is brought to anchor at the anchorage appointed under Rule 7, the Superintendent of the Preventive Service or any Inspector of the Preventive Service at Bombay, the *Assistant Collector of Customs* at Karachi and the *Collector of Customs* at Aden, shall proceed on board and select, as soon as possible, samples of every variety of petroleum on board other than petroleum declared dangerous.

Delivery of samples by master.

The master shall deliver to the said officer, without charge, such samples as he shall select.

Forwarding of samples to the Chemical Examiner.

The said officer shall forthwith seal each sample so obtained and affix to each the name of the ship, the name of the consignee of the petroleum and such other particulars or distinguishing marks as he thinks fit and forward them to the Chemical Examiner for report.

No. of samples to be selected.

23. Samples shall be selected in the proportion of one sample for every fifteen thousand cases or fraction of fifteen thousand cases of certificated petroleum and one sample to every ten thousand cases or fraction of ten thousand cases of uncertificated petroleum of each brand or quality comprised in the cargo.

Testing.

Report by Chemical Examiner.

24. The Chemical Examiner on completing his tests shall at once report to the Chief Customs Officer whether the petroleum tested is dangerous or not dangerous.

Averaging results of tests.

25. If more than one sample of any one brand or quality forming the cargo or a portion of the cargo of a ship is sent to the Chemical Examiner for report, that officer shall test each sample separately and strike an average of the results of testing the several samples. If the average flashing point is not lower than 73° and no one test gives a flashing point below 70°, the whole of the petroleum represented by the samples shall be reported as not dangerous.

Procedure when tests show dangerous want of uniformity.

26. When the results of the testing of samples raise a doubt as to the uniformity of the quality of the petroleum in any consignment stated to be of one uniform quality, the Chemical Examiner, if he thinks further tests

necessary to satisfy him that none of the petroleum is dangerous, shall inform the Chief Customs Officer.

The Chief Customs Officer shall thereupon cause the petroleum in question to be landed and stacked in lots of one thousand cases each or to be discharged into boats each containing 500 cases; and the officer named in Rule 22 shall select and deliver to the Chemical Examiner one sample from each lot. The result of the testing of each of these samples shall determine the quality of the lot which such sample represents.

If the petroleum has been already landed and stored under Rule 11, it shall be divided into lots, and samples of each lot shall be selected as aforesaid by the Superintendent of Police.

Fees for sampling and testing.

Fees.

27. The consignee shall pay to the Superintendent of the Preventive Service and to the Chemical Examiner any expenses incurred by them in selecting and testing samples of petroleum. No fees shall be charged for sampling and testing petroleum under Rules 22 and 25, where it becomes necessary to act under Rule 26 the following fees will be charged, viz. :—

For each sample selected Rs. 5.

For each sample tested Rs. 10.

General Exceptions.

Petroleum comprised in ships' stores in reasonable quantity not subject to these Rules.

28. Nothing in these rules applies to petroleum comprised in a ships' stores and manifested as such, if the quantity thereof is not, in the opinion of the Chief Customs Officer, unreasonably large.

If, in the opinion of the said officer, the quantity of petroleum is unreasonably large, the provisions of these rules shall be applicable to the excess over and above the quantity which he deems reasonable.

Provisions relating to possession or transport of petroleum not affected by these rules.

29. Nothing in these rules affects any provision of the Act or of any rule for the time being in force relating to the possession or transport of petroleum.

SCHEDULE.

(See Rule 15.)

Form of License for import of dangerous Petroleum, to be granted under Section 4 of the Act.

No.

License is hereby given to of to import at the port of cases (or tins, &c.) containing in all gallons of dangerous petroleum subject to condition specified on the

reverse. The amount of petroleum in each case (or tin, &c.) is stated below :—

This license shall continue in force only till the day of 188 . Bombay Castle, dated the of 188 .

Secretary to Government.

This license is granted subject to the following conditions :—

(1) The petroleum covered by this license shall not be discharged or landed except between sunrise and 10 A.M., or between 3 P.M. and sunset.

(2) The said petroleum shall be carried in covered boats.

(3) No smoking, fire, or light of any kind shall be permitted on the boat in which the said petroleum is carried.

(4) The said petroleum shall be landed at and no other place.

(5) Should the Commissioner of Police (or the Commissioner in Sind, or the Resident, *as the case may be*) consider it necessary that the said petroleum be landed under a guard, the license-holder shall before landing any part thereof pay the cost of such guard at such rate as shall be fixed by the Commissioner (or Resident).

By order of His Excellency the Right Honourable the Governor in Council,

T. D. MACKENZIE,
Acting Chief Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, 18*th February*, 1887.

The UNDER-SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—I have laid before the Committee of the Chamber your letter No. 366 of the 1st instant, submitting, for the opinion of the Chamber, a copy of the draft rules under the Petroleum Act of 1886 ; and, in reply, I have the honor, by direction, to say that the Committee have no suggestions to offer regarding these rules which have their entire approval.—I am, &c.,

JOHN MARSHALL, Secretary.

No. 1311 OF 1887.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 30*th April*, 1887.

To the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your Secretary's letter, dated 18th February 1887, I am directed to forward herewith copy of Government Resolution, No. 1310 of to-day's date, for the information of the Chamber of Commerce.—I have, &c.,

J. DE C. ATKINS,
Under-Secretary to Government.

No. 1310.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 30*th April*, 1887.

Letter from the Secretary to the Chamber of Commerce, Bombay, dated 18th February 1887.
Letter from the Municipal Commissioner for the City of Bombay, No. 15835, dated 3rd March 1887.
Letter from the Commissioner of Customs, Salt, Opium and Abkari, No. 1176, dated 8th March 1887.
Letter from the Secretary, Bombay Port Trust, No. 1220, dated 24th March 1887.
Memorandum from the Commissioner of Customs, Salt, Opium and Abkari, No. 1483, dated 21st March 1887.
Letter from the Commissioner of Police, Bombay, No. 119—A.A., dated 17th March 1887.
Letter from the Political Resident, Aden, No. C.—107, dated 28th March 1887.
Memorandum from the Commissioner in Sind, No. 449, dated 1st April 1887.

} Submitting, with reference to Government Resolution No. 365, dated 1st February, 1887, their opinions on the proposed rules under Section 8 of the Petroleum Act XII. of 1886.

RESOLUTION.—These papers contain the replies of the officers and others to whom the draft rules under Section 8 of the Petroleum Act XII. of 1886 were communicated for favour of opinion. The rules have met with their approval and have not been objected to by the outside public. Certain slight amendments of the rules have however been suggested as noted below :—

(1.) The Commissioner of Customs, Salt, Opium and Abkari has proposed that the words "and the words *not dangerous* must be noted on the tranship permit and on the export manifest" should be added at the end of Rule 20 (*b*) ;

(2.) The Political Resident, Aden, has proposed that the words "Superintendent of Abkari under the orders of the Collector of Abkari at Aden" should be substituted for the words "Collector of Customs at Aden" in Rule 22 ;

(3.) The Commissioner in Sind has proposed—

(*a*) that for the convenience of importers a permanently stationed officer like the Collector of Customs, Karachi, should be appointed under Rule 15 to receive in the first instance applications for import licenses ;

(*b*) that the words "Head Preventive Officer" should be substituted for the words "Assistant Collector of Customs" in Rule 22 ;

(*c*) that the words "or in Karachi to the Head Preventive Officer" should be inserted after the words "Superintendent, Preventive Service," in Rule 27.

2. These suggestions are approved and embodied in the draft rules, which together with the rules under Section 9 of the Act of

1881, proposed to be adopted under Section 11 of the Act of 1886, should be submitted to the Government of India for sanction with reference to the letter from this Government, No. 367, dated 1st February last. That Government should at the same time be informed that the rules were published in English, Marathi, Gujarati and Kanarese in three consecutive issues of the *Bombay Government Gazette*, and that they were similarly published in English and Sindhi in the *Sind Gazette*.

3. The question raised by the Political Resident, Aden, whether with reference to Section 1, Clause (3), of the Act of 1886, licenses can be issued under Rule 21 in places to which Section 11 does not extend, should be referred to the Remembrancer of Legal Affairs for opinion.

4. The instructions which the Resident proposes should be issued when the Act is put into force appear suitable and may be acted on.

J. DE C. ATKINS,
Under-Secretary to Government.

APPENDIX K.

REPRESENTATION TO THE GOVERNMENT OF INDIA IN FAVOR OF THE OPEN DISCUSSION OF THE BUDGET.

BOMBAY CHAMBER OF COMMERCE, *24th November*, 1887.

The SECRETARY to the GOVERNMENT of INDIA, Home Department, Calcutta.

SIR,—The Committee of this Chamber having had under consideration the practice followed in late years of issuing the annual Financial Statement in the form of a resolution, thereby precluding the possibility of public criticism of the financial measures of the year before final adoption, I am directed to bring the matter to the notice of Government in the hope that His Excellency the Governor-General in Council may be moved to support such legislative action as may be necessary to admit of the Budget being submitted to and discussed in detail by the Legislative Council before being finally passed.

2. The system to which, not only the members of the Chamber of Commerce, but judging from the tone of the public press the whole educated community take exception, had its origin, my Committee understand, with the provisions of the Indian Councils Act which prohibits the Budget being publicly discussed in the Legislative Council when no legislation is proposed in connection therewith. Whatever the reasons for this restriction may have been in 1861 when the Indian Councils Act was passed, the Committee of the Chamber would respectfully submit that they do not now exist or have been so minimised in force as no longer to call for recognition. The past quarter of a century, and more particularly the last decade, has witnessed a rapid development of interest in the questions regulated by the Budget, and an enlightened body of public opinion has grown up which it must be in the best interests of the Government and the country at large to consult, and, if possible, act in unison with.

3. The suggestion, my Committee are aware, is not a

new one, and this Chamber has, on previous occasions, intimated its views of the growing necessity for a wider sphere of consultation in dealing with the constantly recurring financial problems which Government has presented to it. But what the proposed reform lacks in novelty it gains in strength from the unanimity with which it has been repeatedly advocated by the acknowledged representatives of both European and native opinion; and the arguments in its favor derive additional force at the present juncture when a widespread belief prevails that additional taxation in one form or other is in contemplation and perhaps unavoidable.—I have, &c.,

F. FORBES ADAM, Chairman.
JOHN MARSHALL, Secretary.

APPENDIX L.

IMPROVEMENT IN THE CLEANING OF WHEAT.

LONDON CORN TRADE ASSOCIATION,
LONDON, 11*th February*, 1887.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—Referring to your letter of the 12th of November last, addressed to my Chairman, I am directed by him to reply, that the Committee of this Association while fully alive to the importance of Indian wheats coming forward as clean as possible, is of opinion that the character and value of Bombay wheats must depend mainly on the efforts of the Chamber of Commerce to check the admixture of foreign substances.

It has been the custom of the East Indian Wheat Committee, when making up Standards to exclude all samples showing an undue admixture of dirt, which has been emphasized by the resolution of the Executive Committee consequent upon your letter, copy of which I enclose.

By adhering to this rule, and enforcing it as strictly as possible, the Committee is of opinion it will best assist the Bombay Chamber of Commerce in the object it has in view.—I am, &c.,

M. J. CRADOCK, Secretary.

COPY OF RESOLUTION.

"That it be an instruction to the East Indian Wheat Committee to exclude any samples containing excess of dirt from the Standards, and that a letter be written to the Bombay Chamber of Commerce informing it of the action the London Corn Trade Association had taken, and requesting it to use its efforts to prevent, as far as possible, the shipment of dirt in Indian grain of all kinds."

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 8*th July*, 1887.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—The attention of the Committee of this Chamber has been drawn to a short article in the *Times of India* of July 1st, the effect of which is to create the impression that the Bombay Chamber of Commerce have recommended, are about to recommend,

in the case of wheat shipped at that port, a standard of refraction of 2 per cent.

I am to ask if the Bombay Chamber have moved, or intend to move in this matter, and if so to request the favor of this Chamber being furnished with the correspondence and proceedings that may have passed.—I am, &c.,

S. E. J. CLARKE, Secretary.

BOMBAY CHAMBER of COMMERCE, 13*th July*, 1887.

The SECRETARY, BENGAL CHAMBER OF COMMERCE, Calcutta.

DEAR SIR,—In reply to your letter of 8th instant, I am directed to refer you to pages 43-44 and 325-332 of the last annual report, where a full account will be found of the action taken by this Chamber in connection with wheat adulteration.

No further immediate action is contemplated by the Committee.—I am, &c.,

JOHN MARSHALL, Secretary.

APPENDIX M.

MEMORANDUM ON THE WHEAT TRADE OF INDIA BY MR. DONALD SMEATON, DIRECTOR OF AGRICULTURE, N.-W. P.

THE following remarks are offered in compliance with a reference made by the Government of India on the 24th December, 1885. Copies of certain correspondence between the Government of Bengal and the Calcutta Chamber of Commerce were sent to me. Special attention was directed to the views expressed by the Chamber of Commerce in paras.* 3, 4, and 5 (marginally noted) of their letter, dated 13th November, 1885, to the Government of Bengal. I was asked to obtain the opinions of the leading merchants in Agra and Cawnpore and forward them with such remarks as I might have to offer.

* "3. It is the opinion of the Chamber that Government officers should be instructed to continue to impress upon the cultivators and middlemen the importance of keeping their wheat as clean as possible and of sowing, as far as practicable, different descriptions of produce in separate fields. It might also be explained to them that No. 1 Club wheat or the Delhi and Buxar varieties of soft white grain, and No. 2 Club, consisting of Cawnpore-Lucknow grain, command a higher price than other descriptions, and efforts might be made to introduce these varieties into districts where only the inferior qualities of grain, difficult of sale for export, have hitherto been cultivated.

"4. The mixing of dirt or inferior grains by mofussil dealers is a matter against which the Chamber is unable to suggest any remedy; but no doubt, when these dealers realize the loss sustained by the reduction of weight paid for, due to excess refraction, they will see their advantage in sending to the market wheat fit for immediate export, thus saving additional charges at the port of shipment.

"5. It is the opinion of the Chamber that much good would possibly be done in the direction of the development of the wheat trade by improving communications between the districts of growth and the different railway-stations by means of cart road feeders. It is considered that central cleaning depôts are neither necessary, advisable, nor practicable, as the expense that would be incurred in using them for cleaning an article of such low primary value as wheat would increase the cost out of proportion to the improved price which might be obtainable for the cleaned grain in the home markets."

2. I consulted Messrs. Reinhold of Agra and Cawnpore, Mr. Wishart (representing Messrs. Begg and Sutherland, Cawnpore), and also a number of the principal traders in Meerut and Muzaffarnagar, both of which places are large wheat-exporting centres.

Messrs. Reinhold had already, in 1883, laid before the Local Government a scheme for cleaning and classifying wheat at Cawnpore and at such other central marts as might be selected. On being asked for an opinion on the points raised by the Calcutta Chamber of Commerce, they referred to their project of 1883 as embodying their views. Mr. Wishart favoured me, in April last, with an expression of opinion on the points raised, and I cannot do better than quote his own words. Mr. Wishart writes as follows :—

"As regards the first point, whether cleaned wheat is to go to England or not, this depends on the London and Liverpool Wheat

Associations and not on us in India. Cleaned wheat has been shipped time and again, and the experiment has always resulted in a loss, the reason being that the standards are fixed by the average quality of the first few shipments of the season, and if wheat free from small and damaged grain and containing (say) 2 per cent. of impurities only as against the customary 5 per cent. is shipped, it is a special article and can only be sold as such. Again, standard wheat may change hands half a dozen times before it reaches England, while a lot of special quality could only be sold on samples drawn after arrival, thus making the shipper take all risk of fluctuation both in the wheat market and the rate of exchange. If the London merchants will demand wheat containing only 2 per cent. refraction it can be supplied easily, as there is no grain that is easier to clean. * * * * * * There are too many practical objections to the successful working of cleaning depôts to make it worth while to discuss the project seriously: the cost of the enormous area of buildings necessary, the difficulty of cleaning innumerable small lots separately, and the disposal of fifty or sixty different qualities. If anything of the sort is attempted, I think the best plan to follow would be the Chicago grain elevator system. They class wheat in three or four different standards only. When wheat is tendered to them, it is graded according to its quality and refraction and weighed off, and then run up into the room containing wheat of that standard, and a warrant is given for the quantity received. If damaged grain or grain containing anything like 5 per cent. refraction is tendered, it would simply be refused as 'below class.' This has had the effect in America of making both farmers and middlemen clean and store wheat properly, and it would have the same effect here."

"I do not think much good could be done by trying to induce cultivators to change the class of wheat which they sow, as the description grown in each district has in nine cases out of ten shown itself suitable for that district, and cultivators do not like being experimented upon. Could any thing be done, however, to induce them to use seed that did not contain the usual percentage of barley, it would be a good thing, as it can only be cleaned out by the expensive machinery which the English mills have for this work. The Calcutta shippers have no one to thank but themselves for the fact that wheat is mixed with dirt and inferior grain by mofussil dealers. For reasons of their own they have established 5 per cent. as the standard of refraction, and if a dealer was to send down wheat containing 2 per cent., they would not make him a pice of allowance for its extra purity. Again, it would not pay them if the wheat was brought down absolutely free from foreign matter, as many of them make their profit on the refraction—that is to say, consignments that they class, in taking delivery from the up-country dealers, as containing 6 and 7 per cent. (refraction) and pay for accordingly, will pass in London and Liverpool very often as below 5 per cent. Para. 5 of the Chamber's letter seems to me to be most unreasonable. It is admitted that the grain has to be cleaned in the home market before it can be milled, and it is unreasonable to maintain that it is cheaper to ship it home dirty, paying extra railway and steamer freight, insurance and labour at English rates, than to despatch it clean from up-country, provided a system can be introduced which will make it to the interest of either the cultivators or the middlemen to clean it."

On a subsequent reference made to him in June, Mr. Wishart writes :—

"Native and European dealers up-country maintain (in a falling market particularly) that, however clean the grain may be, an allowance is always claimed for refraction. In the North-Western Provinces and Oudh, the Calcutta shipper is supposed to instruct his staff to get some allowance from the up-country dealers in both weight and refraction, and the dealers, to save themselves, are said to keep men down there (in Calcutta) to bribe the shippers' employés to pass the consignment on favourable terms, the consequence being that some are let off easily, while others are cut heavily. If there is any truth in these statements, it is quite easy to understand that the shipper in the long run does not now gain much by refraction, while his action has had the effect of greatly demoralizing and lowering the tone of the trade. My statement that 'many of them make their profit by refraction' was based on an admission to that effect, made to me some two or three years ago by a large Calcutta shipper, and I was under the impression that the practice was still in force. * *

"The general opinion up-country appears to be that were there an independent or reliable body in Calcutta, to whom questions of quality and refraction could be referred, business would be greatly facilitated. * * * * All the men I have spoken to agree that a great deal of bribery goes on at Howrah in connection with the giving and taking delivery of oilseeds and wheat, and this has had a very demoralizing effect on the trade."

3. The native traders whom I consulted in Meerut and Muzaffarnagar were chiefly commission agents, with no real stake in the wheat trade. They had no suggestions to offer. The only instructive remark which nearly all of them made was that they were afraid to venture to trade in wheat on their own account, because they felt themselves completely at the mercy of the Bombay and Calcutta dealers; that no matter how clean and pure the wheat they sent, they were certain to be mulcted heavily for refraction at the ports, and that, therefore, they preferred to act merely as middlemen between the producer and the exporter, making a small commission, and safe from loss.

I am bound to say that all the evidence which I have been able to obtain in the North-Western Provinces and Oudh goes to confirm the views expressed by Mr. Wishart.

4. I shall now state my own opinions on the points raised by the Calcutta Chamber of Commerce and on one or two cognate matters in regard to wheat production and export, and shall make, with all diffidence, some suggestions which have occurred to me as, perhaps, worthy of some consideration. My remarks must be regarded as referring, primarily, to the North-Western Provinces and Oudh.

First, then, in regard to the impurity of the wheat, the consequent high rate of refraction, and the proposal to establish local cleaning depôts for purifying the wheat, with a view to reducing the rate of refraction and enabling shippers to send a pure clean article to the European market.

There is no doubt whatever that, although considerable improve-

ment has of late taken place, the wheat sent from these provinces to Calcutta and Bombay is still very far from pure. It generally contains a mixture of barley, peas, strew and chaff, and dirt varying from 3 to 6 per cent. It goes down by rail in bags. It is sorted at Howrah; if it shows impurity greater than 5 per cent., the excess (up to 7 per cent.) is deducted from the seller's invoice; if the impurities are over 7 per cent., the buyer has the option of refusing the consignment. For example; a bargain is struck between a Calcutta merchant and a Cawnpore trader for delivery of 500 maunds of wheat at Rs. 2-8-0 per maund. This price, it is understood by both parties, is really for 475 maunds of pure wheat and 25 maunds of impurties. The Cawnpore trader sends down 500 maunds containing impurities to the extent of (say) only 2 per cent.,—*i.e.*, 490 maunds of pure wheat and 10 maunds of impurities. The Calcutta merchant, therefore, gets 15 maunds of pure wheat for nothing and thereby makes what may be called an unearned profit of nearly Rs. 40, or over 2 per cent. I do not say this is a common occurrence; but it has happened so, and it will, from time to time, happen again under the existing arrangement. On the other hand, it cannot be denied that the Calcutta shipper has sometimes to pay, in London, allowances for excessive admixture which he cannot recover from the country dealer.

5. Now this is an evil, but it is an evil that may, perhaps, be said to be inseparable from the Indian trade as at present carried on.

Prices are struck on the basis of a 5 per cent. refraction, and this fact is known to all who engage in the business. An up-country trader knows that he must either adulterate the wheat which he sends to Calcutta up to the 5 per cent. limit, or if he sends a purer article, suffer a loss in proportion to its purity, which loss may be a gain to the Calcutta shipper. The natural consequence is that the country trader in probably nine cases out of ten does adulterate the grain. But this is not all. It is a regrettable fact that, as stated by Mr. Wishart and confirmed by undoubted testimony, agents of the Calcutta shippers do, in their negociations with country dealers, particularly when the market is falling, often strive successfully to obtain unfair allowances both in weight and in refraction; and that the country dealers, on the other hand, frequently protect themselves from excessive loss by bribing the underlings at Howrah to pass their consignments on more favourable terms than they are entitled to. It is these tricks of the business which are the most damaging, for they give rise to uncertainty and insecurity which cannot fail seriously to obstruct the free course of the trade. In June, 1885, the Calcutta Wheat and Seeds Association passed a resolution that all wheat purchased during the succeeding month of July should be on the basis of 5 per cent. refraction instead of 6 per cent. which is the customary rate for consignments coming after the 30th June in each year. The country dealers at once combined to defeat this movement on the part of the Association and to restore the 6 per cent. rate; they would not sell a bag of wheat at the 5 per cent. rate. The shippers held out for a time, but eventually had to yield. This case has, I believe, been cited by interested parties to show that it is not the Calcutta merchants, but the country dealers, who prevent pure grain coming to the market. Now I venture, subject to correction, to suggest that the reason why the native dealers refused

to accept the 5 per cent. rate of refraction may have been, not because they were unable or unwilling to supply wheat of that degree of purity, but because they felt that any such reduction would still further increase the insecurity and risk of their business : for, as they doubtless reasoned, the lower the rate of refraction, the more easy it is to assert and the more difficult to disprove excessive impurity.

6. In the present state of Indian agriculture the refraction difficulty cannot be altogether removed. The mass of Indian cultivators will, for many years to come, grow mustard seed, or barley, in their wheat-fields, and the grains must get mixed to a greater or less extent at harvest time. Then the grain is threshed out by cattle on the bare ground, when it must get mixed with earthy matter. The custom of sowing mixed seed is, I hope and believe, not so universal as it used to be, and every effort is being made to introduce a pure and high quality of seed : but still the custom largely prevails. Under these circumstances, refraction will always have to be considered in the course of the wheat and seed trade. The *real* evil to be got rid of is the insecurity felt by traders and the consequent risk to the trade from the abuse of refraction at the ports. There is, so far as I can see, only one remedy, and that is the establishment at the ports of an independent authority to determine all questions of refraction and classification. The present system of arbitration by members of the Calcutta Wheat and Seeds Association is a laudable effort to solve the difficulty. But apparently the up-country traders want something more independent than this. A committee of mercantile men, aided by an expert appointed by Government, would probably be a sufficient guarantee to all parties and would restore confidence.

7. The question of local depôts for cleaning the wheat is a difficult one. If the tendency of the trade in these provinces was to concentrate at a few large central marts on the line of rail, I would be disposed to recommend establishment of cleaning depôts at these marts : because by such an arrangement the local exporters would be enabled to clean their wheat down to a certain refraction standard and thus satisfy themselves that their consignments were strictly up to the quality required for export. But the tendency of the trade is exactly the other way. Instead of concentrating at large marts, it is daily becoming more and more scattered. The concession by the Railway Companies of special freight rates for minimum consignments of 10 tons has encouraged export by driblets : and now, during the season, local export goes on from almost every railway-station. It would scarcely be possible to establish cleaning depôts at all stations. The expense, both in prime cost, maintenance and supervision (which is indispensable) would probably be too great. Therefore, in lieu of small local cleaning depôts, I would recommend establishment at the ports of large cleaning and storing depôts.

8. This brings me to the most important of the suggestions which I venture to offer in this note.

America is India's most dangerous rival in the wheat trade. She has limitless resources, a fertile soil, a magnificent railway service, the cheapest freights in the world both by land and sea : and she

compensates herself for the costliness of manual labour by the extensive use of machinery. India, too, has enormous resources, a productive soil, and she has, what her rival has not, cheap labour. But the natural expansion of her trade is hampered by her comparatively limited means of communication by road and rail and by high freights of land carriage. The following figures will illustrate the advantage which America has over India in the competition for the wheat trade with the United Kingdom :—

One quarter (496 lb.) of wheat is carried from Chicago to New York at the rate of 6·25*d.* per 100 miles.

One quarter (496 lb.) of wheat is carried from Cawnpore to Calcutta at the rate of 7·80*d.* per 100 miles.

The Indian rate would thus appear to be about 25 per cent. higher than the American rate.

The American wheat which is carried from Chicago to New York is pure and clean and in exportable condition. The Indian wheat which is carried from Cawnpore to Calcutta is weighted with 5 per cent. or more of pure ballast.

The American wheat is carried in bulk, loose in the cars. The Indian wheat is carried in double bags. The American wheat receives the least handling possible. The Indian wheat is handled in a multitude of ways both at starting and at its destination.

Thus then, as the above figures show, India is burdened in her struggle with America (1) with a primary railway freight about 25 per cent. higher, (2) with an extra railway freight on 5 per cent. ballast, (3) with a further extra railway freight on bags, (4) with excessive handling, and (5) finally she comes into the English market with an article inferior in appearance, although, on the whole, not much inferior in quality to that of her rival.

The cost of raising one quarter (496 lb.) of wheat in America is about 14 shillings. The cost of raising the same quantity in the North-Western Provinces and Oudh is (at the present rate of exchange) about 11 shillings and 9 pence.

It is not, therefore, in the prime cost of wheat that India is at a disadvantage. For the same outlay she can raise nearly 20 per cent. more grain than America and of not much inferior quality ; and, moreover, she has resources, in area and labour, to raise sufficient wheat to supply the entire demand of the British market. America, by her protective policy, is inflicting severe losses on the British manufacturing industry. India possesses within herself the means of compelling America to withdraw her hostile tariffs and open her market to the products of British industry.

9. To enable India to successfully meet American competition in the wheat trade, effort should be made—

(i) to send the best Indian wheat in the best condition to the London market ;

(ii) to reduce to a minimum all charges between the producer in India and the consumer in England.

In other words, the wheat exported should be of the best quality, pure and clean, and freight and handling charges should be reduced to the lowest figure possible. As regards the quality of the grain I

shall have something to say afterwards. Meanwhile, what we have to do is to see that the grain sent to England is in a condition which will enable it to take an independent place in the home market and that its cost landed in London is such as to enable it to defy foreign competition.

10. The first step which appears to me to be necessary is to change the present system of carriage in bags to carriage in bulk—*i.e.*, loose in the wagons.

By carriage in bulk the following charges will be saved per quarter of 496 lb. between Cawnpore and Calcutta :—

(*a*) Cost of bags ... ... 12 annas.
(*b*) Bagging, marking, and sewing ... 1·5 „
(*c*) Freight on bags ... ... 2·5 „

or a total saving of Re. 1, equivalent at present exchange to 16·5*d.*

If the grain were carried by sea in bulk also, the further saving in freight of bags would be ·75*d.*, raising the total saving in freight to London to 17·25*d.* or 1*s.* 5¼*d.* The present cost of landing one quarter of wheat in England from Cawnpore (including price in India) is 31*s.* 10·93*d.* The reduced cost would be 30*s.* 5·68*d.* If by an arrangement which I shall shortly describe the grain is cleaned down to 2 per cent. refraction at the port, a further saving on sea freight of 2·5*d.* will be made, raising the total saving in freight to 19·75*d.* or 1*s.* 7¾*d.*, and reducing the cost of one quarter of wheat landed in London to 30*s.* 3·18*d.*

The quarter of wheat from Cawnpore (No. 2 Club) fetches in London 32*s.* to 33*s.* 6*d.*

The competing American wheat costs 33*s.* 6*d.* landed in London, but fetches 36*s.* to 37*s.* per quarter.

11. The arrangements necessary on the Indian railway lines to enable wheat to be carried in bulk would neither be difficult nor costly. I am indebted to Mr. J. R. Muirhead, Traffic Inspector on the Oudh and Rohilkhand Railway at Benares, for the following suggestions in regard to these arrangements and their probable cost :—

The Railway Companies have generally abundant spare ground at their stations. Let them set aside a portion of the ground, so that the grain can be brought direct to the station, instead of to the local market, and there taken over by the agents. Let shelter sheds be run up for receiving the grain in bulk, and let each agent have a compartment or bin for keeping his consignments separate.

Let the grain be loaded up into the wagons in bulk by baskets.

At most stations covered sheds already exist : so that the only expenditure would be for the bins or separate compartments. Each bin would cost, probably, not more than Rs. 100.

Certain adaptations of the existing wagons for carrying the grain loose would be necessary. Each wagon would require to have (say) six openings in the floor with sliding shutters, manipulated at the ends of the wagon, to open and close the holes : such an alteration would not interfere with the adaptability of the wagon for carriage of any ordinary goods when not required for grain traffic. A load-line would require to be painted inside each wagon, indicating the height to which the grain could be heaped.

The alteration could be made for Rs. 20, and the painting for Rs. 2

per wagon, or Rs. 22 in all. The wagons will need to be supplied with 12 plate springs, in order to enable them to carry 12½ tons in bulk instead of, as now, 10 tons in bags. But as the Railway will gain by saving in haulage about Rs. 150 on every 50-ton lot from Cawnpore to Calcutta this item should not be taken into consideration.

The wagons, on arrival at the port of shipment, should be run on elevated lines and the grain should be shovelled out of the wagons, through the openings in the floor, into shoots which should be constructed with alternate screens or sieves on the inside. The grain, while passing over these screens or sieves, will cleanse itself of dirt and small seeds, leaving the clean wheat to pass out of the base, either into bins for storage or into cargo-boats for immediate conveyance to the ship or steamer.

I am not in a position to say what the cost of the elevated lines would be, but the shoots with alternate screens would probably not cost over Rs. 500 each.

The saving in freight and handling effected by an arrangement of this kind would amount, as I have already shown, to Re. 1 per quarter, or 2 annas 8 pie per maund. The Benares railway bridge will cost, I am told, over 70 lakhs of rupees, and it will, when open to traffic, effect a saving of about 2 annas 10 pie per quarter. If this be so, surely the expenditure which I have described would be well worth incurring, seeing it would effect a saving in carriage of Re. 1 per quarter.

12. The important results which would accrue from carriage in bulk in the way described are:—

(1) a large saving in freight and handling;
(2) greater carrying capacity in the railways;
(3) partial cleansing of the grain in the very course of its loading and carriage in bulk;
(4) complete cleansing of the grain at the terminal station through the shoots;
(5) reduction to a uniform *minimum* of the refraction;
(6) consequent highly improved condition of the grain sent to the London market.

The full saving of 1*s.* 7¾*d.* per quarter landed in England would, of course, greatly depend on the Shipping Companies consenting to carry the wheat in bulk. But if the trade took a decided turn in that way and the advantages of the new departure became apparent, the Shipping Companies would not be slow to make arrangements to suit the advancing trade.

13. It is, however, of primary importance that the London market should definitely fix the degree of purity, *i.e.*, the refraction of Indian export wheat. London is the buyer, but she is in reality in ignorance of the capabilities of this country. The London merchants imagine that nothing under a 5 per cent. refraction is possible, and they determine the standards from the first few shipments of the season. What is required is that the London trade should send out a competent representative to this country, who will, on behalf of the British trade, authoritatively fix the degree of refraction of the Indian wheat. It is idle to expect the Calcutta merchants to do this; and

the up-country dealers have not sufficient confidence to risk a standard of refraction which could be easily and safely abused.

If the London trade were aware that a 2 per cent. refraction was not only possible but, under a system of carriage in bulk and self-cleaning at the port, cheap and easy, it is not to be doubted that they would fix the standard at 2 per cent., and that Indian wheat would rise in the European market. A very direct stimulus to higher-class cultivation in this country would be given; and *the one thing needful* would be supplied, *viz.*, the motive of self-interest in up-country traders would be brought into active operation and would re-act on the Indian cultivator in a way that no Department of Agriculture or any other power on earth can act. Let the desire and certainty of gain from trading in a high quality of wheat once firmly get possession of the Indian village trader, and it will not be long before the Indian cultivator takes to sowing pure seed, cultivating the best varieties, keeping his wheat separate from other grains, adopting improved methods and economies in his cultivation, and developing into what no unaided Department of Agriculture can ever make him, a keen, enterprising, intelligent, clever, thrifty farmer.

14. Still Departments of Agriculture can do something if they only set about their business in the right way. And here I come to the points noted in para. 3 and the first part of para. 5 of the Calcutta Chamber's letter. As to preaching to cultivators on the necessity of sowing their wheat separately and inculcating the duty of not mixing, all I have to say is that the best sermon that can be preached is the hint to them by the village trader that, unless their wheat is very nearly quite pure he will not buy it as wheat at all, but as a mixed grain at a low rate like gram and barley. If (as it would be) this hint were followed up by action at harvest and the cultivators felt the loss they had sustained by not heeding the trader's warning, they would soon mend their ways and take to those better habits which the Chamber desire them to be lectured about by officers of Government. I venture to assert that if 2 per cent. refraction were authoritatively fixed by the London trade; and if the Calcutta trade (as they would be obliged to) demanded accordingly, pure wheat would be got, and this would be the best sermon to the Indian cultivator. The two essential points are:—

(i) that London should fix the standard and that the whole Indian trade should be aware of its having been so authoritatively fixed:

(ii) that every question of refraction and classification should be disposed of by an independent authority at the port.

In this way alone can confidence be restored to the country traders: and, unless there is confidence, it is vain to expect improvement. Once country dealers know that if they send wheat of 2 per cent. refraction, as required in London, they will get the full price of this standard wheat and not be mulcted by intriguing agents from whose decisions about impurity they have no appeal and in whose fairness they have no trust, they will see to it that the wheat sent is of the best and cleanest.

15. But, as I have said, Departments of Agriculture can do something. They can arrange for supply of the best seed at easy rates

to cultivators all over the country, and they can encourage cultivators who sow it carefully by offering prizes for good samples exhibited at agricultural shows. It is in this way, perhaps, that the Department of Agriculture can best act on the mass of cultivators, and in so far as lay in my power with the means at my disposal I have acted in this way in the United Provinces. For the last two years quantities of from 800 to 1,000 maunds of specially selected and cleaned soft white seed have been annually distributed all over the country to cultivators whose names have been registered: prizes have been offered and adjudged to cultivators who have produced the best samples of grain from this and other seed; and most favourable terms for repayment, either in money or in kind at pleasure, have been arranged. The demand for pure seed from districts is constantly and largely increasing and will soon more than tax the powers of this Department to satisfy. Accordingly, I am now engaged in negociating with members of the recently-founded Agricultural Association in these provinces for the establishment by them of a joint stock company for supply of pure seed to all districts, the management being subject to the control and supervision of this Department. His Honor the Lieutenant-Governor has shown the Association that he expects active and intelligent co-operation from them: he has given them much encouragement, and has recognised the good that such an institution is capable of doing. I have, therefore, every hope that success will attend it. But it is difficult to work without the co-operation of District Officers. Some look on all attempts to effect improvements as doomed to failure, refuse their sympathy and decline to co-operate. Fortunately, however, there are many officers who view such efforts in a different light and admit that, be the success great or small, it is the duty and interest of the Government to do all it possibly can to foster the agricultural industry of the country, on which everything—revenue, trade, administration—absolutely depends.

In the matter of supply of good seed and encouragement to the growers, District Officers can do a great deal. Words and acts of District Officers are powerful levers. If the Collector of a district showed that he wished a better class of seed sown, started in a small way a competition among growers, promoted the establishment of agricultural shows, awarded prizes for the best grain, and publicly recognised the most meritorious cultivators and zemindars, much good would be done; and if the Collector were only allowed to stay in his district and sustain the same personal interest for a few years instead of, as now, a few months, matters would improve rapidly.

16. As regards road and railway communications, to which the Chamber of Commerce allude, it is gratifying to find that the North-Western Provinces and Oudh are probably now foremost of all the Indian provinces. During the last three or four years railway extension has made rapid strides, and at the present moment there is no province in India so well served by railways as the North-Western Provinces and Oudh. Every rupee saved has been sunk in rails, engines, and wagons: and export goes on with astonishing rapidity and freedom at numerous points all over the country.

Still there are, doubtless, tracts where railways would be both remunerative and useful. Here the Department of Agriculture ought

to make itself useful in advising on those routes where railway communications would be most beneficial and therefore remunerative.

17. As to road feeders the same thing may be said. There are parts of these provinces (*e.g.*, from Banda to Rajapur) which are still sadly in want of permanent road communications practicable for wheeled traffic all the year round ; and perhaps the matter of good feeder roads needs more attention now than do the railways. But it seems to me, from what I have seen and heard of the state of things elsewhere, that the outlets by good roads to the railway lines for the produce of these provinces are more numerous and more complete than those of any other province in India.

18. I would only repeat, in conclusion, that in my opinion, endeavour in India to develope the wheat trade will be comparatively infructuous, unless backed up by influence in England. It is the London merchants who must give the initial impetus. That impetus once given will be communicated rapidly from the ports to the large country marts, from the marts to the villages, and from the villages to the millions of cultivators who raise the wheat, which if it only can get a fair chance, will ere long, outstrip its American and Russian rivals and firmly establish itself in the principal markets of Europe.

DONALD SMEATON,
Director of Agriculture and Commerce,
14th January, 1887. N.-W. P. and Oudh.

ANNEXURE.

Since writing this Note the following case has been brought to my notice :—

In June 1886, 3 bags of old wheat belonging to a native agent of a well-known European firm were seized in Muzaffarnagar by order of the Magistrate and samples sent for examination to the local medical officer. The medical officer pronounced them to be quite unfit for human food. The agent on examination by the Magistrate stated that he had bought 24 maunds of the condemned grain and had used it for mixing with other wheat in the proportion of about 1 to 10. He added that before doing so he had reported to his employers that he was unable to buy wheat for them at the rate which they had allowed unless he was permitted to mix old wheat with new : and that he sent a sample of the mixture for approval. The agent produced copies of correspondence before the Magistrate which showed that the Bombay firm had approved of the sample and ordered their up-country branch to purchase accordingly. The agent further stated that the wheat he used for mixing was purchased by him at 33 seers per rupee at a time when good wheat was selling at from 16 to 18 seers per rupees. It will be admitted that facts like these go far to confirm the opinions expressed in para. 4 and 5 of my Note. If, as seems certain, a large European export Firm gave its sanction to an admixture of 10 per cent. of rotten grain pronounced by medical authority to be unfit for human food with good wheat for the Bombay market, what wonder is it that native dealers in the interior follow the example ?

3rd February, 1887. DONALD SMEATON.

APPENDIX N.

DEVELOPMENT OF THE COTTON TRADE OF THE PORBUNDER STATE.

No. 258 of 1887.

ADMINISTRATOR'S OFFICE, PORBUNDER STATE,
22nd March, 1887.

From F. S. P. LELY, Esq., Administrator, Porebunder State, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I write in the hope of gaining the kind interest of the Chamber in the development of this port and district.

It may afford in time a very large supply of cotton, ghee, and other articles, but both trade and production have hitherto been stifled in a mesh-work of taxes and obstructions, a full description of which would seem almost incredible. These have now been cleared away with the exception of a consolidated export duty, amounting in the case of cotton to Rs. 3 per *khandi*. It is hoped that even this may be gradually reduced in future years. The survey of a railway from Dhoraji has been begun at the expense of the State. Two trunk roads are in hand. Cultivators who had left their homes are coming back. And many other facts seem to justify the hope that the port may in course of time become an important feeder of Bombay trade, and therefore entitled to the help of the Chamber.

2. I hope to show, by practical example, that efficient inspection of cotton is quite possible without any just irritation on the part of the merchants. An inspector and staff have been appointed at both Porebunder and Nawibunder, who impress, before export, all fairly clean bales with the stamp of their department. A large amount however, without being positively adulterated, is much mixed with leaf through careless picking. As it would be very unwise to try to educate the people all at once by rejecting such bales they are allowed to pass but without the stamp. The merchants themselves are drawing up a paper of advice to the cultivators which will be circulated and backed up by the State officials.

3. With reference to the above I shall be grateful, firstly, if you will give me any practical information which may from time to time occur to you or be brought to your knowledge ; and, secondly, if you will take any steps that may seem advisable to make it known that the Porebunder stamp is a guarantee of examination.

4. More especially I should esteem it a favour if you would at once let me know if there is ever any reasonable complaint against the cotton covered by our stamp.

5. It is stated by the merchants here that cotton grown in a small

tract of country known as the "Barda villages" is of excellent quality —equal to the best Broach. To my unskilled eye the staple appears very good. Could you kindly tell me if this "Barda" cotton (as it is called here, though probably not in Bombay,) attracts any attention? If so, we might press its cultivation.—I have, &c.,

F. S. P. LELY,
Administrator, Porebunder State.

BOMBAY CHAMBER OF COMMERCE, 25*th April*, 1887.

F. S. P. LELY, Esq., Administrator, Porebunder State.

SIR,—I am directed by the Committee of the Chamber to acknowledge receipt of your letter No. 258 of 22nd March, giving an account of the efforts that are being made by the Porebunder State officials for the development of the port and district.

My Committee learn with interest the rapid progress made in reducing taxes and abolishing obnoxious transit duties, which cannot fail to have a beneficial effect on trade, and from enquiries they have instituted there seems every reason to believe that the system of inspection adopted tends to improve the character and reputation of the Porebunder stamped cotton in this market. The favourable outturn of parcels bearing the inspection stamp is attracting the attention of buyers, and every endeavour should be made to maintain a system giving such good results without apparently entailing expense or creating friction between the State and merchants or growers.

The "Barda" cotton alluded to in para. 5 of your letter is well known here, and although not, as stated by your informants, equal to best Broach, it is of very good quality, and, specially from its cleanliness, commands a ready sale at full prices. It would, therefore, repay increased attention, and indeed would probably take a higher rank in the market if more extensively produced, the small quantity now available being mostly mixed with high-class Bhownugger and Mowa instead of being sold entirely on its own merits. Improved results would also probably be obtained by the introduction of a better description of seed such as the finest descriptions of Bhownugger and Palitana, the main objection to the Porebunder growth being its lack of strength; at the same time there is still much room for

improvement in the ordinary quality by bestowing greater care on ginning and preparing it for market.

As an example of what can be done by the selection of seed, I send you, by direction of the Committee, a small sample of some cotton grown this season in the Kaira district, Guzerat, from Egyptian seed. Such cotton, if produced in any quantity, would be worth about Rs. 250 per candy as against, say, Rs. 190 for ordinary Porebunder, or Rs. 215 for fine Bhownugger.

The Committee desire me to say that any assistance the Chamber can render to yourself or the Porebunder State officials in furthering the interests of trade, will be always at your disposal.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX O.

MAINTENANCE OF SAW-GINS IN THE DHARWAR COTTON DISTRICT.

No. 1782 of 1887.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 12*th July*, 1887.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to the correspondence ending with the letter from the Chamber of Commerce, dated 22nd May, 1880, I am directed to request that you will be good enough to move the Chamber to favour Government with their opinion on the present condition and prospects of exotic cotton in the Dharwar district. The Southern Maratha Railway has now opened up the district. The financial position of the factories for the repair of saw-gins in the district is a constant source of trouble to Government, and the question of their maintenance calls for early decision at their hands. I am, therefore, directed also to request that the Chamber of Commerce may be moved to favour Government with their opinion, specially on the maintenance of the factories and the prospect of private enterprise undertaking the preparation of exotic cotton for the market.—I have, &c.,

J. DE C. ATKINS,
Under-Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, 15*th August*, 1887.

The SECRETARY to GOVERNMENT, Financial Department, Bombay.

SIR,—I have the honor, by direction of the Committee, to acknowledge the receipt of your letter No. 1782 of 12th ultimo, requesting the opinion of the Chamber on the present position and prospects of exotic cotton in the Dharwar district, with reference more especially to the maintenance of the Government factories for repairing the saw-gins.

2. In reply, I am desired to say that during the past season there has been a large increase in the quantity of Saw-ginned Dharwar Cotton exported to Europe, due, in some measure, to the better quality of the crop, but mainly

to the opening of railway communication with the district which enables the cotton to reach Bombay before the monsoon sets in.

3. Owing to this latter cause, my Committee believe Saw-ginned Dharwar will come into greater favor again with European consumers, as the cotton will in future be obtainable free from rain damage which was previously a grave objection to the particular growth. While, therefore, the Chamber is now as formerly in favor of the trade in all its branches being left to private enterprise, and would recommend Government discontinuing the maintenance and repairing of the gins at the earliest favorable opportunity, the Committee consider that full notice should be given of the intention so to do, say not less than two years. This would give ample time to those interested to make other arrangements for repairing the gins, or possibly introducing a new system of ginning, and avoid checking the development of the trade in Dharwar Cotton just when it has begun to show signs of recovery.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX P.

CULTIVATION OF INDIGO IN THE JUNAGAD STATE.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 28*th January*, 1887.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—Messrs. J. Thomas and Co., Produce Brokers of this city, to whom the specimens of Junagad Indigo recently received from you were submitted, report that they are too wet for a detailed report to be given at present, but so far as an examination of them goes they appear to be inferior in quality to the samples received from you in the early part of last year.—I am, &c.,

S. E. J. CLARKE, Secretary.

BOMBAY CHAMBER OF COMMERCE, *2nd February*, 1887.

The DIRECTOR of AGRICULTURE, Bombay.

DEAR SIR,—With reference to your letter No. 2733 of 10th December last, I beg to annex copy of a letter received from the Bengal Chamber of Commerce regarding the specimens of Indigo from the Junagad State which were recently submitted for opinion.—I am, &c.,

JOHN MARSHALL, Secretary.

APPENDIX Q.

CULTIVATION OF TOBACCO AT NARIAD.

No. 4121.

REVENUE DEPARTMENT,
BOMBAY CASTLE, *5th July*, 1887.

The following reports of certain tobacco manufacturers in Great Britain and Ireland and of the Agents at London and Gibraltar of the Chamber of Commerce, Bombay, to whom samples of the tobacco grown and cured in the year 1885 at Nadiad in the Kaira District were sent for examination and opinion as to their quality and market value, are published for general information :—

Bombay Chamber of Commerce, 18th January, 1886.

A. H. SPRY, Esq., Collector of Kaira.

DEAR SIR,—With reference to my letter of 29th September last, I have now the pleasure to hand you copies of letters received by Messrs. Ralli Brothers from London and Gibraltar regarding the Nadiad tobacco forwarded by you for sale.—I remain, &c.,

JOHN MARSHALL, Secretary.

LONDON, *30th November*, 1885.

MESSRS. RALLI BROTHERS, Bombay.

DEAR SIRS,—We give you herewith copy of the valuations of Messrs. Grant Chambers & Co., who are the most competent tobacco brokers in London, on the tabacco you have sent us.—We are, &c.,

RALLI BROTHERS.

Report and valution of three bales Nadiad tobacco *ex* "Thames" at Bombay imported by Messrs. Ralli Brothers.

Landing marks and Nos.	Remarks.
T A J 1316/18	Damaged. Very small part middling leafy, remainder short, all more or less narrow in leaf, part light, part greenish and unripe, chars and will not burn. Easy in condition, part badly heated. Nominal value 1½*d.* per lb.

This tobacco in its present state is unsuited for consumption in this

country, but if in dry condition and the defect as to burning were overcome, probably might be brought into use.

GRANT CHAMBERS & Co.,
37, Fenchurch Street.

London, November 27, 1885.

LONDON, 18*th December*, 1885.

MESSRS. RALLI BROTHERS, Bombay.

DEAR SIRS,—*Tobacco.*—Our brokers write to us as follows respecting the trial lots which we had received from you, *viz.* :—

'We regret to inform you that no offers were obtained at public sale for your tobacco.' We have given instructions for the tobacco to be sold at first convenient opportunity.—Yours truly,

RALLI BROTHERS.

GIBRALTAR, 16*th November*, 1885.

MESSRS. RALLI BROTHERS, Bombay.

DEAR SIRS,—I have received your favour of 22nd ultimo, and the two bales Nadiad tobacco and one parcel tobacco from the Chamber of Commerce per s.s. "Tasmania."

The Nadiad has the appearance of a good tobacco, but by smoking it the greatest defect tobacco can have is at once detected, it does not burn and gets carbonized. This tobacco and that of the Chamber of Commerce are, besides, very light and are quite unsuitable for our market.

I will mention for your Government that the smell of the Nadiad tobacco (molasses smell) is very desirable, but what we besides require is a dark, strong and burning tobacco. If the Society can offer any tobacco of this description, please to send one sample bale and there will be a chance for important business.—Yours truly,

T. BERGEL.

GIBRALTAR, 9*th December*, 1885.

MESSRS. RALLI BROTHERS, London.

DEAR SIRS,—I have received yours of the 30th ultimo and 2nd instant, and read the copy of Messrs. Grant Chambers' letter to you about the Nadiad tobacco, but I cannot agree with them that the defect of not burning might perhaps be overcome if in dry condition. Even if packed quite dry I believe it will never burn as the taste it gives in smoking it shows that the ground where it grows has not sufficient strength to impart the juicy substance required by the tobacco. I have offered the two bales at auction which fetched 1*d.* per lb., but I withdrew them, and will try to sell to some Spaniards for better price.—Yours truly,

T. BERGEL.

BOMBAY CHAMBER OF COMMERCE, 10*th February*, 1886.

A. H. SPRY, Esq., Collector of Kaira.

DEAR SIR,—In continuation of my letter of the 18th ultimo, I beg to subjoin copy of a letter received from Messrs. Ralli Brothers regarding the Nadiad tobacco forwarded by you for sale :—

'Tobacco Samples.'

"We beg to inform you that by their letter of 22nd January our London friends inform us that so far their brokers have been unable to sell the sample bales which were forwarded to them at any price."—I remain, &c.,

JOHN MARSHALL, Secretary.

ENCLOSURES.

No. 1.

WHITEHALL, 2*nd April*, 1887.

The UNDER-SECRETARY of STATE for INDIA.

SIR,—In compliance with the request contained in your letter of the 30th July, 1886, I beg to enclose copies of reports which I have received from manufacturers of tobacco upon the samples of Indian tobacco sent to me by Lord Reay.—I am, &c.,

ALEXANDER REDGRAVE.

ENCLOSURE 1 IN ABOVE.

31, ALDGATE HIGH STREET, LONDON, E., 12*th October*, 1886.

ALEXANDER REDGRAVE, Esq.

DEAR SIR,—Your favour respecting the samples of tobacco grown in India, and box containing samples, came duly to hand and we have carefully examined the leaf.

We note that two sorts are sent marked respectively 'dark' and 'light.'

The 'dark' does not appear to us to be at all suitable to this market, and its natural qualities are such that we fear no amount of manipulation would materially alter it in this respect.

The 'light,' on opening, looked more hopeful, but unfortunately it has become so much heated, probably from being packed in an insufficiently dry condition, that it is impossible to form an opinion of what the bulk is like, and our ideas are therefore founded entirely on two or three outer leaves that have apparently not suffered.

The yellow colour is decidedly in its favour as a marketable article, and its comparative freedom from stickiness is also an advantage, but we think that it will need further improvement in these respects before it will compete with other growths.

If there are other points that you can suggest that we can give you any information upon we shall be happy to do so.—We remain, &c.,

ADKIN AND SONS.

ENCLOSURE 2 IN ABOVE.

51 AND 53, COCKBURN STREET, EDINBURGH, 12*th October*, 1886.

ALEXANDER REDGRAVE, Esq.

SIR,—I received sample of tobacco grown in India. The quality and flavour of the tobacco is good, but the curing imperfect. Some of the tobacco in centre of sample, from excess of moisture, very much decayed. As the leaves are rather small for ordinary work it might be advisable to use American seed.

I am using at present upwards of 700 pounds per week of tobacco grown from Virginia seed, imported from Calcutta, costing me from 3d. per pound; the curing of this also is defective and can only be used as part filler.

During the past 40 years the Americans have improved their method of curing. We have accounts of the different ways, and an intelligent party who understood the nature of tobacco could, in the course of a month spent in the States, make himself master of the whole process, and be able to introduce it into India.

I understand that labour is to be had more readily, and at a less price in India. This ought to give a great advantage to the Indian grower over the American, the tobacco during the growth and curing requiring a great amount of work, so much so that each farmer has only one to three acres under tobacco.—Yours respectfully,

DAVID RITCHIE.

ENCLOSURE 3 IN ABOVE.

INDIAN TOBACCO.

76 AND 77, FORE STREET, EXETER, 13*th October*, 1886.

Her Majesty's INSPECTOR of FACTORIES, Whitehall.

SIR,—We duly received the parcel of Indian-grown tobacco, and noted that it was superior in appearance to that sent three years since.

It had, however, been packed in too damp a condition, and incipient fermentation was apparent.

It contains too much sand or earthy matter.

We find a difficulty in getting it to burn either in a pipe or as a rolled leaf, and it leaves an acid taste similar to course tea upon the tongue after smoking.

This defect might probably be overcome by greater care in curing.

In its present state we cannot put a value upon it.—We are, &c.,

H. C. LLOYD AND SONS.

ENCLOSURE 4 IN ABOVE.

INDIAN TOBACCO LEAF.

8, 9 AND 10, GREENSIDE STREET, EDINBURGH, 15*th October*, 1886.

ALEXANDER REDGRAVE, Esq.

DEAR SIR,—Referring to ours of the 6th instant, we have now to state as follows regarding this article :—

On opening the box we found the leaves at the top (about a third of the whole) quite mouldy. If put into the box, in that condition, it shows that more care is required in packing, or that it was not properly dried and cured previously, if packed fresh. Bales of tobacco sent to this country and found in that state would be unsaleable.

The fresh leaves are of a good colour, and the flavour is of a sweetish nature, but it does not taste well when smoked. The stalks are very thick for the size of the leaf. We tried 2 ozs. of the leaf damped in the usual way for working, and found it yielded one-fourth of stalks, that is out of every 100 lbs. of leaf there would be left 25 lbs. of stalks, which is a very high proportion and would reduce its commercial value very considerably. In our opinion, so far as we can judge from the small experiments we have made with the leaf, we would suppose its value to be from 2*d.* to 3*d.* per lb. If the leaf could be made into 'stripts,' at a small cost, it would enhance its value to the extent of 1*d.* or 1½*d.* per lb. In fact, so very troublesome are stalks in this country that we would recommend that only 'stripts' be sent. In that form it would find a readier sale, at least manufacturers would be more ready to look at the article. In determining the value of this article, we require to take into account the present value and supply of North American tobacco, as that we think would be its principal competitor for cutting or for roll. There is a plentiful supply of American for fillers and the prices are low this season, and when such is the case other growths are at a discount. It is to be borne in mind also that the bulk of American is in the form of 'stripts' which is much more suitable for our purpose than leaf.

To compete successfully, therefore, with that growth it would require to be fresh, clean, well cured, and dried, and to possess these two qualities in addition, *it must smoke pleasantly*, and take a good drink of water ; in other words, it must possess the quality of absorbing a sufficient supply of moisture to overcome the cost and the duty and yield a profit when sold at a low price, two or three pence under the duty. We have tested the Indian growth on both these points, and find it deficient as compared with the American. There is another purpose for which it might suit, that is as a filler for cigars, but of that cigar manufacturers will be the best judges.

Speaking generally, we consider that it might be improved in the cultivation, in the drying and curing ; and in the making of it into 'stripts' we would consider to be almost indispensable. If there are any other points you would like us to give you our opinion upon, we shall be glad to do so.—We remain, &c.,

THOMSON AND PORTEOUS.

ENCLOSURE 5 IN ABOVE.

148 AND 149, HOLBORN BARS, LONDON, E.C., 21*st October*, 1886.

Mr. A. REDGRAVE.

DEAR SIR,—In reply to your wishes in letter of 7th instant, we have examined the box of leaf tobacco from India, and report that this tobacco is well put up and fermented, but the greater portion of the sample was heated. The stalk is too course and heavy for the narrow shaped leaf, too much like Arracan growth to find a market here, but might possibly do so on the Continent. The cause of this is the use of indigenous seed, and the only remedy the use of seed from Japan or Java, which carries a broad leaf on a thin stalk, and in good condition is worth from 5*d.* to 8*d.* per lb.

We shall be pleased to supply any explanation, or to submit types of above tobacco to compare with Indian growth.—We are, &c.,

RICHARD LLOYD AND SONS.

ENCLOSURE 6 IN ABOVE.

39, 41, AND 43, BRUNSWICK STREET, GLASGOW, 2*nd November*, 1886.

ALEXANDER REDGRAVE, Esq.

DEAR SIR,—Before entering upon the qualities of the samples of Indian tobacco submitted to us on 10th September, we would like to bring before your notice certain particulars, which are so closely connected with the whole subject, of the growing, curing, and shipment of tobacco to the United Kingdom from India, that we would be failing in our duty were we to omit.

In the first place, we will deal with the staple manufactured tobaccos consumed in the United Kingdom, and in the second place the requirements of the manufacturers in the United Kingdom for producing those staples ; third, the condition in which unmanufactured tobacco should be shipped from India, and other important points as to classification, colour, texture substance, and curing. We will endeavour to make our remarks as clearly as possible and will take up,—

1. The staple manufactured tobaccos produced by the manufacturers of the United Kingdom, which may be divided into three classes—

(*a*) Spun or roll tobacco.
(*b*) Cut tobacco.
(*c*) Cigars.

(*a*) Spun or roll tobacco is the chief stable in the United Kingdom and is used by the working classes ; formerly in England cut tobacco was the staple and still is in the south and agricultural districts ; but in the large populous centres roll has made rapid progress and in time will supplant cut, this is due to a variety of causes, such as the immigration of the Irish, the deteriorated quality of cut caused by keen competition amongst manufacturers, and possibly, in some instances, fashion.

(*b*) Cut tobacco, as already stated, is the staple in the south of

England and in the agricultural sections, fair demand in Scotland and Ireland.

(*c*) Cigars are consumed all over the Kingdom, particularly in England. The manufacture is entirely confined to England, with the exception of one manufacturer in Ireland ; at present no cigars are made in Scotland.

2. The requirements of the manufacturers of the United Kingdom for producing those staples,—

(*d*) For spinning.
(*e*) For cutting.
(*f*) For cigar making.

(*d*) Spinning requires stemmed and unstemmed tobaccos, the leaves to contain gum and substance free from dust and sand, colour brown to dark brown, thick and elastic in texture, classified into three sizes,—long, medium, and short, possessing sweet flavour and good burning properties, and to contain not less than 11 per cent. and not more than 13 per cent. of moisture. The long leaves are used for wrapper, the medium also for wrapper, and the short for filler, free of fermented flavour.

(*e*) Cutting requires stemmed and unstemmed tobacco, the leaves to contain less gum and substance, free from dust and sand, colour light brown to brown, thin in textures, classified into three sizes,—long, medium, and short ; leaf to be broader or wider than for spinning, possessing sweet flavour and good burning properties, and to contain not less than 11 per cent. and not more than 13 per cent. moisture, free from fermented flavour.

(*f*) Cigar making requires stemmed and unstemmed tobacco, the leaves to be free of gum and substance, free from dust and sand, colour light brown to brown, thin, silky, and elastic in texture, classified carefully as to size and colour, possessing natural aroma, with slightly fermented flavour and good burning properties, the question of moisture is not so important as with spinning and cutting, and should vary from 13 per cent. to 16 per cent.

3. The condition in which unmanufactured tobacco should be shipped from India, this is a very important point, particularly for tobacco suitable for spinning and cutting, and, unless the tobacco is carefully dried before packing in bale or hogshead, the results are very serious indeed. The shipper suffers in value and disappointments, and the tobacco has a stigma attached to it. We have seen what would have been good tobacco, had the drying been attended to, sold for export at 1*d.* per lb., quite unfit for the duty. The classification into size of leaf is very important, also colour and texture. There is another important matter, and that is the stemming, or withdrawal of the midrib after the tobacco is cured, before the process of classification or after it. We think we are correct in stating that 75 per cent. of the importation from the United States are stemmed tobacco. Manufacturers who produce roll or cut prefer stemmed tobacco, unless when bird's eye is required, or the making of snuff. In curing tobacco for spinning or cutting there must be no fermentation ; with tobacco for cigar making it is somewhat different.

We will now deal with the two samples contained in the box

received on 10th September. The samples are described as 'dark and 'light,' of the growth of India, grown from indigenous seed in the year ——, in Nadiad of Gujarat, in the Bombay Presidency, and cured by Behechardas Viharidas Desai of Nadiad.

On examining the samples, we were sorry to find the sample marked 'light' entirely spoiled, the leaves being matted together and streaked with mould. The sample marked 'dark' being upper-most in the box, was not so badly injured, still sufficiently so as to spoil the flavour; the greater portion was streaked with mould. It was quite evident that the leaves had been placed in the box in a moist condition, and subsequently heated, then dried off, leaving the leaves mouldy and musty.

From the flavour and appearance of the sound leaves, we are of opinion that the tobacco had been somewhat fermented after curing.

The sound leaves had very good colour for spinning, but quite unsuitable for cutting or cigars.

The selection with regard to texture and size of leaf had not been attended to. Some of the leaves were suitable for cigars on account of texture. The size was medium to short, and suitable as filler. The tobacco slightly sandy and dusty, flavour objectionable for spinning and cutting, but might suit for cigars. Looking at the sample as a whole, we would describe it as 'nondescript.'

The burning properties were very defective, the stem or midrib too fleshy or thick in comparison to size of leaf. We worked up the samples into roll, but the results were very unfavourable, the taste and flavour being very objectionable.

In growing tobacco it is desirable that the planter or cultivator should have a specific object in view, if his intention is to export his product, or even for manufacture in India. Should he decide on exporting to the United Kingdom, it will be requisite for him to fix on producing tobacco suitable for either spinning, cutting, or the making of cigars.

This arranged, select the most suitable seed, adapting the soil so as to produce a leaf with all the necessary qualifications, when the plant is matured, cutting and curing, or drying, after the American manner, if for spinning and cutting, and after the Cuban method for cigars.

The importations of tobacco from the United States (for spinning and cutting) into the United Kingdom, and for cigars from Cuba, Mexico, United States of Columbia, Germany, and Holland, have to be feared by the Indian grower, he has to face *all* this competition. Still we think he will obtain a share of the business, provided he complies with the necessary conditions and is prepared to adapt himself to circumstances. The questions of proper drying before shipment, the classification of length and texture, and colour, freedom from dirt, sand and fermented flavour, and the withdrawal of the stem after curing must all be carefully attended to in order to success.

We would gladly see Indian imports, and we think there is room, the quantity duty paid and exported in the United Kingdom averages 55,000,000 lbs. annually.

We have probably supplied too much detail and repeated ourselves, but it is important for India to know the facts.—We remain, &c.,

J. AND F. BELL.

We have since learned that a very large proportion of wrappers, or outside covers for cigars, are imported into the United Kingdom with the stem taken out or stemmed.

To make tobacco growing in India a success in ten years the Government should engage thoroughly practical Americans to instruct the cultivators, teach them how to grow, and how to cure, and see that their orders are strictly carried out; this applies to tobacco for spinning and cutting, and Cubans for tobacco for cigar-making, otherwise the position will not be much better fifty years hence.

J. AND F. B.

ENCLOSURE 7 IN ABOVE.

DUNDEE, 25*th November*, 1886.

REPORT ON TWO SAMPLES OF INDIAN TOBACCO SENT TO FAIRWEATHER AND SONS, TOBACCO MANUFACTURERS.

ALEXANDER REDGRAVE, Esq., C.B.

DEAR SIR,—In reply to yours of the 7th October, we have examined and manufactured the tobacco you sent us, and now make the following report as a Scotch manufacturer.

1. On condition of samples.

When they came to hand we found the one marked 'dark' in good order, and on testing same found it contained 16¼ per cent. of moisture. As to the sample called 'light' it was in very bad order, being mildewed and in a bad state of decay; on testing, it was found to contain 14¼ per cent. of moisture.

From the fairly dry order of both samples we consider the curing must be wrong, as tobacco containing the above moisture should have been in sweet condition.

2. As to the tobacco itself, it is a bad burning tobacco, not keeping the fire, and when burned leaving a black ash in the pipe.

Your chemist will be able to explain this deficiency, and no doubt get this put right.

3. We found the leaves dirty with soil; more care would require to be taken, so as to prevent this if possible.

4. The midrib being very thick is another objection to a Scotch manufacturer, and, should you yet be able to grow a tobacco suitable for the Scotch trade, all the tobacco would require to be stripped of the midrib or stalk as is done in America.

5. On damping the tobacco, to enable it to be manufactured, we found it turned soft and spongy, there being no elasticity in the leaves, they being also destitute of gum.

On this account it will not compare with American tobacco from the Western States or from Virginia.

6. On making it into black roll, we found it had no colouring matter, meaning by this that the tobacco did not possess those properties that enables us to turn out a hard black roll, as can be done by using the abovementioned American tobacco. Owing to the thick nature of the leaf, it would not be suitable as a cutting tobacco.

7. As to the future of this tobacco, can only say that at present either your soil and climate is unsuitable, or the curing is not sufficient for it. We are inclined to think that this tobacco has been grown in a very dry atmosphere, if we are right in our surmise. Would say if low-lying ground could be had with a humid atmosphere the plant might give better results.

Such as a much thinner leaf, and therefore more valuable, the natural gum of the tobacco preserved, and not burned out with the sun; the leaves might also keep their elasticity.

Owing to the objections we have stated, we cannot see any value in the tobacco at present.

Have no doubt there are in India suitable districts for the growth of tobacco, and when they have been found out, and the right curing applied, this country can take large quantities, but it is only a fine tobacco that is wanted.

Manufacturers would welcome a *good* tobacco from India, and the British public, on their own account, will find out its merits and stamp its value.

We regret we are unable to send a more favourable report, but shall be glad to hear of the success of India as a tobacco-growing country.—We remain, &c.,

FAIRWEATHER AND SONS.

ENCLOSURE 8 IN ABOVE.

29, FARRINGDON ROAD, LONDON, E.C., 20*th October*, 1886.

A. REDGRAVE, Esq.

SIR,—We have carefully examined and tested the Indian tobaccos received by you from Lord Reay, and which you desired us to report upon.

We believe that this tobacco has no value for home trade for the following reasons:—

It has a very pungent Eastern flavour which is unpleasant. The midrib or stalk is long and heavy in weight. The burning of the leaf is bad, and the flavour offensive. The lighter portion of the sample has fermented and lost its colour, but it is clear the tobacco was not properly dried.

We believe that nothing can be done with the Indian tobacco in this country so long as the native seed is used, we should suggest that seed should be used and obtained from the 'Fostenlander' district of Java, or from British Honduras, which in our judgment are

likely to produce good results in Indian soil. There is a large consumption of tobacco grown in the Dutch colony of Java which might, we believe, be partly supplied from India, if the same seed be used, and the same care in cultivation be exercised.

The tendency of the Indian soil is clearly to grow coarse, thick, and rank leaves of tobacco, so that a seed should be used that naturally produces thin leaves, adapted for cigar purposes.

The 'Japan' seed might be tried, but its commercial value in tobacco is so low that there is not much encouragement to compete with it.

Leaving out of the question the American leaf, which has never been imitated, there remains only the Java and Sumatra tobaccos as worthy objects of imitation. The present Colonial Exhibition shows almost a facsimile of Sumatra, grown under British auspices in Borneo, it remains for India to try her hand at as close an imitation of the Java leaf to make her tobacco cultivation prosperous.

With regard to 'Honduras' seed mentioned before, we have not seen this growth of recent years, but it was much of the Java type, and very promising for the purpose.

It is possible that there might be difficulty in obtaining the right seed from Java, but we think it might be arranged and managed.—We remain, &c.,

SALES PLLORAD & Co.

By order of His Excellency the Right
Honourable the Governor in Council,

T. D. MACKENZIE,
Acting Secretary to Government.

APPENDIX R.

REFUSAL OF NATIVE PIECE-GOODS DEALERS TO TRANSACT BUSINESS WITH THE REPRESENTATIVES OF EUROPEAN FIRMS IN THE BAZAAR.

BOMBAY, 15*th March*, 1887.

The SECRETARY of the BOMBAY CHAMBER of COMMERCE.

DEAR SIR,—We, the undersigned importing firms, are of opinion that a meeting of importers should be called to discuss the present position of the Piece-goods trade in Bombay, and to consider more particularly the effect of the recent regulation prohibiting Importers and their representatives from discussing or transacting business in the bazaar.

In view of the above, we, therefore, request the Committee of the Chamber of Commerce to fix an early date when a meeting could be held in the rooms of the Chamber.—We remain, &c.,

per pro. RALLI BROTHERS,
ALEX. PALLIS.
FOR THE BOMBAY COMPANY, LIMITED,
M. R. WYER, Managing Director.
FINLAY, MUIR & Co.
KILLICK, NIXON & Co.
RITCHIE, STEUART & Co.
C. MACDONALD & Co.
LYON & Co.
GADDUM, BYTHELL & Co.
LANG, MOIR & Co.
LATHAM, ABERCROMBIE & Co.
GREAVES, COTTON & Co.
per pro. FRAMJEE SANDS & Co.,
R. LEE SANDS.
per pro. EDWARD BATES & Co.,
JAMES DICKSON.
JOHN FLEMING & Co.
BENN, ASHLEY & Co.
VOLKART BROTHERS.
REMINGTON & Co.
KERR, TARRUCK & Co.

APPENDIX S.

DIPLOMATIC AND CONSULAR REPORTS.

No. 6757 of 1887.

POLITICAL DEPARTMENT,

BOMBAY CASTLE, 19*th October*, 1887.

From W. LEE-WARNER, Esq., Acting Secretary to Government, Bombay, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to the correspondence ending with your letter dated the 23rd August, 1886, I am directed to forward herewith for the information of the Bombay Chamber of Commerce, copy of the papers noted in the margin, regarding the utilization of the services of British Diplomatic and Consular Officers for the promotion and extension of British trade abroad.—I have, &c.,

1. Despatch from Her Majesty's Secretary of State for India No. 75, dated 28th July, 1887.
2. Letter from the India Office, to the Foreign Office, No. R.S., &c., 690, dated 7th June, 1887.
3. Letter from the Foreign Office, to the India Office, dated 6th July, 1887.

W. LEE-WARNER,
Acting Secretary to Government.

STATISTICS AND COMMERCE.

No. 75.

INDIA OFFICE, LONDON, 25*th July*, 1887.

To His Excellency the Right Honourable the GOVERNOR-GENERAL of INDIA in COUNCIL.

MY LORD,—With reference to your letter dated 19th April, 1887, No. 89 (Finance and Commerce), relative to the utilization of the services of Her Majesty's Diplomatic and Consular Officers for the promotion and extension of British trade abroad, I forward herewith, for your information, a copy of correspondence which has since passed with the Foreign Office on the subject.—I have, &c.,

CROSS.

R. S. & C. 690.

INDIA OFFICE, 7*th June*, 1887.

To the UNDER-SECRETARY of STATE, Foreign Office.

SIR,—I am directed by the Secretary of State for India in Council to forward herewith, for the consideration of the Marquis of Salisbury, and for such action as may seem expedient to His Lordship, a copy of

a Despatch which was sent to the Government of India, on 10th June, 1886, and of the reply now received relative to the best mode of utilizing the services of Her Majesty's Diplomatic and Consular Officers for the promotion and extension of British trade in Foreign Countries.

The various suggestions made by the Indian Chambers of Commerce and the Bombay Millowners' Association, will doubtless receive the careful attention of Lord Salisbury, and I am in particular to draw attention to the proposal, which seems to Viscount Cross an important one, that informal reports or notes should be prepared by Her Majesty's Consular Officers with a view to conveying to mercantile communities prompt information on subjects of interest, and that the transmission of such reports direct to the Government of India in the Foreign Department should be authorised.—I have, &c.,

J. A. GODLEY.

FOREIGN OFFICE, *6th July*, 1887.

To the UNDER-SECRETARY of STATE, India Office.

SIR,—I am directed by the Marquis of Salisbury to acknowledge the receipt of your letter of the 7th ultimo, R. S. and C., No. 690, enclosing a Despatch from the Government of India containing various observations and suggestions respecting the measure of assistance to trade, which may be rendered by Her Majesty's Diplomatic and Consular Officers abroad.

No. 16 Commercial, 1886, parts 1 and 2.
Board of Trade, 30th June.
To do. 6th July.

In reply, I am to enclose herewith copies of the correspondence on this subject which was presented to Parliament last year, and which it is presumed by this time have been forwarded to the Indian Government. It will be gathered from this correspondence that many of the suggestions put forward by that Government have already been considered and dealt with as far as practicable. Especial mention may be made of the prompt and separate publication of the Trade Reports of Her Majesty's Diplomatic and Consular Officers abroad established a year ago. These publications can now be requisitioned by any Government Department direct from Her Majesty's Stationery Office, and it is hoped that the arrangement in question will go far towards removing the delays to which reference is made in the letter of the Indian Government.

Lord Salisbury, however, sees some difficulty in carrying into effect the suggestion that Reports from Her Majesty's Representatives in Asia and Eastern Africa should be sent in duplicate direct to the Indian Foreign Office. Apart from the serious additional labour which such a course would of necessity entail, His Lordship is of opinion that the primary publication of such reports must be carried out under the direction of the Foreign Secretary, as frequent expurgations are necessary at times and considerable confusion might arise if a dual publication in India and London were once attempted.

As matters at present stand Her Majesty's Representatives at Pekin

Legation as well as the Consulates of Bangkok, Zanzibar, and Mozambique are in direct correspondence with the Government of India, and Lord Salisbury has, no doubt, but that any special information with regard to openings for trade, state of crops, &c., which the Indian Government may require, could readily be obtained from the British Representatives at the places in question.

In connection with this question I am to enclose for the information of the Secretary of State for India in Council, a copy of a letter from the Board of Trade, and of the reply which has been returned thereto.—I am, &c.,

JAMES FERGUSSON.

BOMBAY CHAMBER OF COMMERCE, *26th October*, 1887.

The ACTING SECRETARY to GOVERNMENT, Political Department, Bombay.

SIR,—I am desired by the Committee of the Chamber to acknowledge, with thanks, the receipt of your letter No. 6757, dated 19th instant, and of the papers accompanying it, regarding the utilization of the services of British Diplomatic and Consular Officers for the promotion and extension of British trade abroad.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX T.

LOCAL STANDARD OF WEIGHT.

No. $\frac{2894}{6}$ OF 1887.

POLICE COMMISSIONER'S OFFICE,
BOMBAY, 18*th June*, 1887.

From Sir FRANK HENRY SOUTER, Kt., C.S.I., C.I.E., Commissioner of Police, Bombay, to the SECRETARY of the CHAMBER of COMMERCE, Bombay.

SIR,—I have the honor to inform you that the standard weights kept in this office are always adjusted at the Mint, and on the last occasion when returning the weights duly adjusted, the Mint Master brought certain curious facts to my notice which it seems to me would be interesting to the Chamber of Commerce if not already in their possession, and, with this view, I beg to attach copy of Colonel White's letter to my address.

2. I may add that I have failed in my efforts to obtain the information asked for in the first part of the Mint Master's second para, and, therefore, if you could help me in the matter I should be greatly obliged.—I have, &c.,

F. H. SOUTER, Commissioner of Police.

No. 1945 OF 1886-87.

H. I. MAJESTY'S MINT,
BOMBAY, 9*th February*, 1887.

From Colonel J. H. WHITE, R.E., MINT MASTER, to the COMMISSIONER of POLICE, Bombay.

SIR,—In returning you the different "seer" weights duly adjusted, I wish to draw your attention to a fact which should not be lost sight of, viz. :—that the 5 seers weight forwarded to you is not a correct multiple of the weight of 1 seer. The weight of 1 seer in Bombay is not 4,900 grains as laid down in the Calendar, but is 5,040 grains, and the weight of the 5 seers is not 5 times 5,040, but 5 times 4,900 or 24,500 grains ; this latter number has been stamped on the 5 seers weight, and the number of grains in the Bombay seer, viz., 4,900 + 140=5,040, has also been stamped on the 1 seer weight.

4,900 + 140=5,040 equal to 28 tolas.

I should be glad if you could inform me, if you have any information in your office as to the right weight of the Bombay seer ; how

it is the Bombay single seer has come to weigh 140 grains more than the amount laid down in the Calendar, it is a very curious state of things that the 5 *single* seers weigh 700 grains more than the 5 seers weight: the result is, of course, that purchases are made on the single seer weight as far as possible by all buyers: and that the seller endeavours to give weights of 4, 3, 2 and 1 seer by using the 5 seer weight in one pan, and counterbalancing it with weights of 1, 2 and 3 seers in the opposite pan. You will see from the calculation on the opposite page that the seller gains by this method.

$5 \times 140 = 700.$

I have now forwarded to you weights of 5 and 2 seers, the 2 seer weight = twice 5,040 grains = 10,080 grains, but the 5 seer weight, as I said before, is only five times 4,900 = 24,500 grains; can you tell me what your 3 seer weight weighs; none has been received from you.—I have, &c.,

J. H. WHITE, Colonel R.E.,
Mint Master.

BOMBAY CHAMBER OF COMMERCE, *29th June*, 1887.

Sir F. H. SOUTER, Kt., C.S.I., C.I.E., Commissioner of Police, Bombay.

SIR,—I have laid before the Committee your letter No. $\frac{2894}{6}$ of 18th instant, with its accompaniments, and, in reply, I am directed to inform you that the Chamber has no information as to how the discrepancies have arisen in the weights you mention.

2. The publishers of the calendar state that the table of the Bombay weights which they publish is reproduced by them from year to year without alteration, nor are they aware where the information was originally obtained from.

3. Act 31 of 1871 of the Government of India specifies that the seer shall be equal when weighed in vacuum to the French kilogramme, and if there is any legal standard of weight different from this, or if there is any act of the local legislature authorising the use of a separate scale of weights in this presidency, it will probably be found in the records of your office.

4. The Bombay 1 seer and 5 seer weights are not in use amongst merchants, and the discrepancy which you point out, therefore, only affects retail shopkeepers and their customers; still the Committee agree with you that such a state of things is most unsatisfactory and ought to be rectified without loss of time.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 2990 of 1887.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 28*th September*, 1887.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward a copy of Government Resolution No. 2989, dated 28th instant, for the information of the Chamber of Commerce, and to request that you will be so good as to favor Government with the opinion of the Chamber as to whether the Bombay seer should be deemed to be (*a*) exactly 28 tolas or (*b*) $\frac{1}{40}$th of a Bombay maund of 28 lbs. avoirdupois.—I have, &c.,

J. DE C. ATKINS,
Under-Secretary to Government.

No. 2989.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 28*th September*, 1887.

Letter from the Commissioner of Police, Bombay, No. 3083—6, dated 30th June, 1887—Forwarding among other papers copy of a letter No. 1945, dated 9th February, 1887, from the Mint Master, Bombay, who brings to notice that the five seers' weight used in Bombay is not a correct multiple of the one-seer weight; states that the weight of one seer in Bombay is not 4,900 grains as laid down in calendars, but is 5,040 grains and that the weight of the five seers is not five times 5,040, but five times 4,900 or 24,500 grains; remarks that the latter number has been stamped on the five seers weight and the number of 4,900 + 140 = 5,040 has also been stamped on the one-seer weight; and enquires how it is the Bombay single seer has come to weigh 140 grains more than the amount laid down in calendars: the Commissioner observing that the serious discrepancy pointed out by General White as regards the standard weights of five and one seers will receive the attention which the extraordinary state of things would seem to call for; and adding that the existing arrangement affords every facility for fraud.

Memorandum from the Judicial Department of the Secretariat, No. 3842, dated 5th July 1887—Transferring the above.

Letter from the Chemical Analyser to Government, No. 865, dated 20th August 1887.

"I have the honour to acknowledge receipt of your letter No. 2430 of the 18th instant, with accompaniments (herewith returned). From these I gather that on examination at the Bombay Mint of certain standard weights submitted by the Commissioner of Police, it was discovered that the one-seer weights weighed 5,040 grains, while the five-seer weights weighed five times 4,900 grains. The question, therefore, at issue appears to be, what is the correct weight of the Bombay seer, is it 5,040 grains or 4,900 grains?

"In regard to this question it may be pointed out that the first of these two values for the Bombay seer, viz., 5,040 grains, is the exact weight of 28 tolas of 180 grains, while the second, viz., 4,900 grains, is exactly $\frac{1}{40}$th of 28 lbs. avoirdupois, the value usually

assigned to the Bombay maund: For 7,000 × 28 = 196,000 and 196,000 ÷ 40 = 4,900: Hence it seems possible that the discrepancy referred to has arisen owing to the one-seer weights having been made as exact multiples of the tola; while the five-seer weights have been constructed as exact sub-multiples of the Bombay maund.

"So far as I am aware the weight of the Bombay seer has not been defined by law, and from the above it would appear that differing customs have prevailed in respect to it, viz., (*a*) to consider it as exactly 28 tolas and (*b*) to consider it as exactly $\frac{1}{40}$th of a Bombay maund of 28 lbs. avoirdupois. Which of these two customs should be considered to be the established custom I am not in a position to decide."

RESOLUTION.—The discrepancy between the standard weights of one and five Bombay seers is one which must obviously be corrected, however it may have arisen.

2. But before passing final orders on the subject it is necessary to determine whether the Bombay seer should be deemed to be (*a*) exactly 28 tolas or (*b*) exactly $\frac{1}{40}$th of a Bombay maund of 28 lbs. avoirdupois. On this question the opinion of the Chamber of Commerce should be invited; and, with a view to elicit public opinion, copies of these papers should be placed in the Editors' Room.

J. DE C. ATKINS,
Under-Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, 21*st October*, 1887.

The SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—I have laid before the Committee of the Chamber your letter No. 2990 of 28th ultimo, with the accompanying Government Resolution, respecting the discrepancy which exists between the standard weights of one and five Bombay seers, as to the best mode of rectifying which you solicit the opinion of the Chamber.

2. The Committee, after careful consideration, direct me to say that they think the five seer weight should be made an exact multiple of the present one seer weight of 28 tolas, that is to say 140 tolas or 25,200 grains. In so doing, it, of course, follows that the five seer weight ceases to be an exact sub-multiple of the Bombay maund and candy; but any inconvenience which may thus arise will, in the opinion of the Committee, be less objectionable than the other alternative of altering the standard one seer weight.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX U.

JUBILEE CELEBRATION.

CIRCULAR.

The Committee having been requested to invite subscriptions from the members, to the fund for the establishment of the Victoria Technical Institute, intending subscribers will be good enough to note the amount of their subscriptions hereunder.

JOHN MARSHALL,
Secretary, Bombay Chamber of Commerce.

The Members, Chamber of Commerce.

29th January, 1887.

VICTORIA TECHNICAL INSTITUTE.	Rs.
W. & A. Graham & Co.	250
Lyon & Co.	250
Ralli Brothers	250
Wallace & Co.	250
Benn, Ashley & Co.	150
Framji, Sands & Co.	250
Greaves, Cotton & Co.	250
C. H. B. Forbes & Co.	150
Narandas Rajaram & Co.	150
Total Rs...	1,950

QUEEN'S JUBILEE FUND.	Rs.
W. & A. Graham & Co.	250
Lyon & Co.	250
Ralli Brothers	250
Wallace & Co.	250
Benn, Ashley & Co.	150
Rubattino S. N. Co.	250
Gaddum, Bythell & Co.	250
A. Blascheck & Co.	150
Volkart Brothers	250
Framji, Sands & Co.	250
Finlay, Muir & Co.	250
Greaves, Cotton & Co.	250
Ewart, Latham & Co.	250
Glade & Co.	150
F. Sauquet & Co.	150
E. Spinner & Co.	150
Mackinnon, Mackenzie & Co.	250
Ritchie, Steuart & Co.	250
Taria Topun, Esq.	100
Narandas Rajaram & Co.	50
E. Miller, Esq.	50
Total Rs...	4,200

BOMBAY CHAMBER OF COMMERCE, *15th March*, 1887.

The MEMBERS of the CHAMBER of COMMERCE.

GENTLEMEN,—A suggestion having been made to the Committee that the Chamber should subscribe from the general funds towards the support of the Victoria Technical Institute, lately inaugurated in connection with the Jubilee Celebration, the Committee are desirous of ascertaining whether such a disposition of the funds would meet with the approval of members.

The form which it is suggested the donation might take would be, say, Rs. 4,000 in 4½ per cent. Government Paper, the interest on which would be set apart for a scholarship of Rs. 15 per month in favor of a boy of European parentage, who qualified in some form of examination which might hereafter be prescribed. For something under this sum a boy can be provided in the home already established at Byculla.

Members will kindly signify their approval or disapproval of the scheme by signing under the appropriate heading.—I am, &c.,

JOHN MARSHALL, Secretary.

Note.—23 firms were in favor of the scheme, and 26 against it.

No. $\frac{840 \text{ Ex.}}{13-69}$

SIMLA, *17th May*, 1887.

From Sir E. C. BUCK, Secretary to the Government of India, Revenue and Agricultural Department, to the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed by the Viceroy in Council to inform you that he is forming a Central Committee for the promotion in India of the objects of the Imperial Institute which is being established in London to commemorate the Jubilee of Her Majesty the Queen-Empress, and to request that you will be so good as to inform me whether it is the desire of the Chamber that the name of its Chairman should be entered as a member of the Central Committee, and in that case whether you assent to your name being so entered.—I have, &c.,

E. C. BUCK,
Secretary to the Government of India.

BOMBAY CHAMBER of COMMERCE, *27th May*, 1887.

SIR E. C. BUCK, Secretary to the Government of India, Revenue and Agricultrual Department, Simla.

SIR,—In reply to you letter No. $\frac{310 \text{ Ex.}}{13 \cdot 09}$ of the 17th instant, I am directed to inform you that the Chamber is agreeable that the name of the Chairman, the Hon'ble Mr. F. Forbes Adam, should be entered as a member of the Central Committee for the promotion in India of the objects of the Imperial Institute which is being established in London to commemorate the Jubilee of Her Majesty the Queen-Empress.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX V.

INVESTMENT BY THE GWALIOR STATE OF THREE-AND-A-HALF CRORES IN GOVERNMENT PAPER.

BOMBAY CHAMBER OF COMMERCE, *6th April*, 1887.

The SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, Simla.

SIR,—In the "Financial Statement for 1887-88" it is announced that arrangements have been made with the Gwalior Council of State to invest 3½ crores of rupees of treasure hoarded by the late Maharaja Scindia, in Government Paper for that amount.

My Committee would esteem it a favor if you would inform them of what this treasure consists—silver or gold? The information would be of interest to the general mercantile community as it might be of considerable importance in connection with the money market and sterling exchange, whether this large sum is in rupees which could at once be made available in the Treasury Balances.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 2130.

GOVERNMENT OF INDIA.
DEPARTMENT OF FINANCE AND COMMERCE.

SIMLA, *23rd April*, 1887.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter, dated the 6th April, 1887, enquiring whether the recent loan of 3½ crores of rupees by the Gwalior State to the Government of India is to be made in silver or in gold.

2. In reply, I am directed to state that the money will be received in Gwalior and Chandor rupees which will be re-minted. The loan, I am to add, is not a negotiable one, and will not be issued in Government Paper.—I have, &c.,

J. E. O'CONOR,
Assist. Secy. to the Govt. of India.

APPENDIX W.

QUARANTINE.

No. 956.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED,
BOMBAY, *4th May*, 1887.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—We have the honor to request that you will obtain sanction of the Committee to address Government of India on the subject of quarantine imposed on vessels arriving at the port of Busreh from Bombay.

Vessels arriving at Busreh from Bombay without a certificated apothecary on board, are made to undergo a six days' quarantine while those ships which have an apothecary are subjected to 24 hours' observation.

This quarantine is imposed notwithstanding the fact that the quarantine which was simultaneously enforced in Egypt and at Busreh against arrivals from India has been, as you are aware, removed in Egypt, and in face of the fact that the Bill of Health granted to steamers leaving this port declares that there is no epidemic disease prevailing in the city and suburbs of Bombay.

The Company's Agents at Busreh have recently represented matters to the British Consulate at Baghdad, and have received as a reply that from a reference made from the Consulate to the quarantine department at Baghdad, it appears that as the Bills of Health contain no mention of the condition of India in respect of epidemics, quarantine authorities at Bussorah are guided by the endorsements made from time to time on Bills of Health by the Ottoman Consul at Bombay.

As a further argument in support of the infliction of quarantine on arrivals from Bombay, it is stated that the Bill of Health of the s.s. "Satara" was recently endorsed by the Turkish Consul to the effect that "partial cholera still exists in provinces of Bengal, Madras and Burmah."

While quarantine is enforced on grounds such as these it is hopeless for us to expect its removal, unless the Government of India take the matter up and insist on the abolition of the vexatious and obstructive restrictions.

We addressed the local Government on this subject on 25th January last, and receiving no reply (nor even an acknowledgment of our letter), we again wrote on 14th February reminding them of our letter, and received as answer the information that, "this Government have already addressed the Government of India on the action of the

Turkish authorities in imposing quarantine at Bussorah on arrivals from Bombay."

We have heard nothing further and presume the matter has been allowed to lapse into oblivion, and we would, therefore, ask you kindly to lay the matter before your Committee with a view to addressing the Government of India direct, and urge the necessity for prompt action as being a matter which requires immediate attention.—We, have, &c.,

p.p. MACKINNON MACKENZIE & Co.,
M. C. TURNER, Agents.

BOMBAY CHAMBER OF COMMERCE, 18*th May*, 1887.

To the SECRETARY to the GOVERNMENT of INDIA, Home Department (Sanitary), Simla.

SIR,—I am directed by the Committee of the Chamber to solicit the attention of H. E. the Governor-General in Council to the abnoxious and totally uncalled for quarantine restrictions at present imposed on vessels from Bombay in the Turkish Ports of the Persian Gulf.

2. In a notification dated 20th December last, the Turkish authorities intimated the establishment of "reglementary quarantine" at all the Red Sea and Persian Gulf Ports against vessels from Bombay and Calcutta, but the regulation being manifestly unnecessary was cancelled, so far as the Red Sea Ports were concerned, on 5th January. At the Persian Gulf Ports, however, the restriction has never been removed, and for the past five months, during which Bombay has been entirely free from epidemic cholera, vessels arriving at Busreh from this port without a certificated medical officer, have had to perform six days' quarantine, and, with a certificated apothecary on board, 24 hours' observation.

3. In reply to representations made by the agents of the British India Steam Navigation Company through the British Consul, the quarantine department at Baghdad states, that in the absence of any mention in vessels' Bills of Health as to the condition of India in respect of epidemics, the quarantine authorities at Busreh are guided by the endorsements made on Bills of Health by the Ottoman Consul at Bombay. And as an instance of the nature of the information which that officer furnishes, and is considered sufficient grounds on which to enforce the performance of quarantine, it is said that the Bill of Health of the s.s. "Satara"

was recently endorsed to the effect that "partial cholera still exists in the provinces of Bengal, Madras and Burmah."

4. Nothing could more clearly indicate the frivolous and vexatious character of these quarantine regulations, and my Committee trust that H. E. the Governor-General in Council will be pleased to cause such representations to be made to the Turkish authorities as will be likely to lead to their prompt withdrawal.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 3778 OF 1887.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 15*th December*, 1887.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter to the Government of India, Home Department, dated 18th May last, on the subject of quarantine restrictions at Bussorah, I am directed to state that Her Majesty's Ambassador at the Sublime Porte having been requested at the instance of the Secretary of State for India to protest against these restrictions, has, after due inquiry, reported that the regulations which prescribe a nominal quarantine of twenty-four hours upon arrivals from all parts of British India, when the ship is healthy and provided with a duly qualified and certified medical officer, were drawn up by the Constantinople Board of Health, in order to carry out the resolutions of the International Sanitary Conference of Constantinople held in 1866, that they have been in force since 1867, and that quarantine was not imposed at Bussorah in consequence of the Ottoman Consul at Bombay having announced the existence of an epidemic of cholera at Calcutta, as stated in your letter.

2. It has also been intimated that the dread entertained by the Constantinople Board of Health of an importation of cholera from India, has increased since the opening of the Suez Canal and especially since the outbreak of cholera at Aden in 1881, at Camaran amongst the passengers of the Hesperia in 1882, at Damietta in 1883 and at Toulon in 1884, and that, therefore, it will not be induced to relax the quarantine restrictions at present imposed on arrivals from India. On the contrary Her Majesty's Ambassador at the Sublime Porte considers, that were a protest now made against the Reglement of 1867, the Board would most probably seize the opportunity thus offered to substitute for the existing rule a quarantine ten times more severe against arrivals from British India.—I have, &c.,

J. DE C. ATKINS,
Under-Secretary to Government.

APPENDIX X.

GOVERNMENT REGULATIONS FOR PILGRIM TRAFFIC.

No. 83.

HOME DEPARTMENT, SANITARY,
SIMLA, 13*th April*, 1887.

From A. P. MACDONNELL, Esq., C.S., Secretary to the Government of India, to the CHAIRMAN of the CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of Home Department, letter No. 372 dated the 6th November, 1886, I am now directed to convey the following information as to the general purport of the arrangements which it is proposed to make with Messrs. Cook and Son for the benefit of pilgrims to the Hedjaz.

2. Messrs. Cook and Son are not at present prepared to charter steamers, but will make arrangements with shipping agents for conveying pilgrims at certain fixed rates, to be reported to the Government of Bombay, which will after consultation with local experts, advise the Government of India if they are such as it can approve. The charges to pilgrims will consist of fixed sums for railway and steamship fares and landing charges at Jeddah.

3. With regard to the objection taken by the Chamber of Commerce that if return tickets are taken, Messrs. Cook and Son will make a profit in cases where the return fares are paid for, but not availed of, I am to inform you that arrangements are to be made by Messrs. Cook and Son to insure the refund of the value of the unused portion of a return steamer ticket on presentation or recovery thereof, whenever the holder of such a ticket does not make the return journey to India.

4. The Government of India has engaged for three years to make good to Messrs. Cook and Son, the amount of any actual loss which may be incurred by them in making arrangements for the pilgrim traffic subject to a limit of £2,000 in the first year, and £1,000 in the second and third years of the experiment. With the object of ascertaining the actual loss, if any, incurred by Messrs. Cook and Son, the accounts of the firm will be kept in a form accepted by Government, and will be audited on behalf of Government.

5. The understanding on which Messrs. Cook and Son have been appointed Pilgrim Agents is that the arrangements contemplated in the Resolution of 21st January, 1886, shall last for three years, and shall be terminable, at the end of that period, at the option of either party. It should be understood that though the Government gives its countenance to Messrs. Cook and Son's enterprise, it has not constituted, and it has no desire to constitute a monopoly in favor of that firm.—I have, &c.,

A. P. MACDONNELL,
Secretary to the Government of India.

APPENDIX Y.

PROPOSED UNIFORM BILL OF LADING HOMEWARDS FROM BOMBAY.

BOMBAY, 13*th December*, 1887.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—We shall feel obliged by your placing before the members of the Committee the enclosed Bill of Lading with the following remarks we have to offer thereon.

At a special general meeting of the Chamber held on 14th July, 1882, the formal approval of the Chamber given to that Bill of Lading, commonly known as the "Eastern Trade Form" was withdrawn. There does not appear to have been any discussion on the subject; but the Chairman, Mr. Macaulay, remarked that many instances had occurred where clauses inserted in it had caused severe loss to consignees, and that in the event of the Bill of Lading coming into a Court of Law, the mere fact of the Bill having the stamp of the Chamber would cause it to be viewed as a reasonable one. We have not been able to ascertain what losses were suffered, and we are inclined to believe that the Chamber consented to withdraw its approval, because at that time so many Bills of Lading were being used in Bombay, and that with the exception of some canal boats not belonging to any particular Line, the majority of steamers used Bills of Lading very different to the Eastern Trade Form.

Attempts had been recently made to improve on the old form, but views of shippers and shipowners were so far apart that it was impossible to come to any agreement. Things have, however, completely changed since that time. The Manchester Chamber of Commerce took the matter in hand on behalf of the Bombay Piece-Goods Association, and after months of protracted controversy, a form was finally adopted, which conceded a number of points to shipowners, but all of which have since been sanctioned by the leading underwriters and allowed by shippers.

At a meeting of the Association for the Reform and Codification of the Law of Nations, held in London on the 27th July, 1887, it was moved by Mr. Gray Hill, and carried :—

"That the principle of the common form of Bill of Lading should be "this, that the shipowner, whether by steam or sailing ship, should be "liable for the faults of his servants in all matters relating to the "ordinary course of the voyage, such as the stowage and right delivery "of cargo, and other matters of this kind, but on the other hand the "shipowner should be exempted from liability for everything which "comes under the head of accidents of navigation, even though the loss

"from these may be indirectly attributable to some fault or neglect of "the crew."

The enclosed Bill of Lading has been drawn up on the above principles, and it has, after some discussion, been finally approved of by a large number of Liverpool steamship owners.

We enclose copies of other Bills of Lading now in use among the several agents of steamers in Bombay, and it will be seen with one exception that the latent defect clauses, &c., are in every Bill of Lading.

We think therefore, that, thanks to the Manchester Chamber of Commerce, a form has at last been devised which is accepted by most steamship owners, and which shippers have acquiesced in, as is shown by similar forms being used daily in our export trade.

The sanction of the Chamber of Commerce to this form would not necessarily bind any steamship company, but if the Committee would obtain the approval of the Chamber, shippers would be able to rely on obtaining this form unless anything to the contrary was mentioned in shipping orders.

If the Committee would take the matter up, there would be much greater chance of its being adopted than if brought forward by any one firm. We would suggest it being called the "Bombay Outwards Bill of Lading Form."—We are, &c.,

KILLICK, NIXON & Co.

BOMBAY CHAMBER OF COMMERCE, 15*th December*, 1887.

MESSRS. KILLICK, NIXON & Co.

DEAR SIRS,—I am directed by the Committee of the Chamber to thank you for your letter of the 13th instant, suggesting steps being taken to obtain the adoption of a universal form of Bill of Lading homewards from Bombay.

The Committee have decided as a preliminary measure to communicate with the agents of the various lines of steamships trading to this port; and to enable them to do so, I am requested to ask you for 100 forms of the proposed Bill of Lading.—Yours, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, 17*th December*, 1887.

DEAR SIRS,—The Committee of the Chamber have under consideration a proposal for the adoption of a uniform Bill of Lading homewards from Bombay. They accordingly direct me to hand you the accompanying form with the

request that you will ascertain, from the owners of the steamers for which you act as agents, whether in event of shippers agreeing to adopt it for general use, they would be prepared to accept the form as it stands. If not, what modifications they would consider necessary.—Yours, &c.,

JOHN MARSHALL, Secretary.

To

Messrs. W. & A. GRAHAM & Co.,
Agents, Anchor Line of Steamers.
Messrs. FINLAY, MUIR & Co.,
Agents, Clan Line of Steamers.
Messrs. SIR CHARLES FORBES & Co.,
Agents, City Line of Steamers.
Messrs. EDWARD BATES & Co.,
Agents, Hall Line of Steamers.
Messrs. MACKINNON, MACKENZIE & Co.,
Agents, B. I. S. N. Company.
H. W. ULOTH, Esq.,
Superintendent, P. & O. S. N. Company.
J. JANNI, Esq.,
Agent, Austro-Hungarian Lloyd's S. N. Co.
F. BOZZONI, Esq.,
Agent, Navigazione Generale Italiana.

P. AND O. S. N. COMPANY,
BOMBAY, 19*th December*, 1887.

JOHN MARSHALL, Esq., Secretary, Bombay Chamber of Commerce.

DEAR SIR,—I beg to own receipt of your letter of 17th instant, and shall have much pleasure in forwarding a copy of the Bill of Lading you enclose to my Directors as requested.—I am, &c.,

H. W. ULOTH, Superintendent.

No. 5431.

BOMBAY, 19*th December*, 1887.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—We have to acknowledge receipt of your letter dated 17th instant, and the form of Bill of Lading referred to.

As the Hall Line of steamers as recently as June last adopted a form of homeward Bill of Lading on the Lines of the outward docu-

ments agreed to between the Conference Liners and the Manchester Chamber of Commerce, we do not see any practial good in again opening up the question, as we are sure the owners will not again change their form ; we will, however, send on a copy of your letter and a form to the owners in England.

per pro. EDWARD BATES & Co.,
B. NICHOLSON.

B. I. S. N. COMPANY, LIMITED,
BOMBAY, 20*th December*, 1887.

JOHN MARSHALL, Esq.; Secretary, Chamber of Commerce.

DEAR SIR,—We have to own receipt of your favor of 17th instant, and, as desired therein, will refer the question of adoption of the Bill of Lading form enclosed in your letter to our Managing Agents, and acquaint you with their views in due course.

For our own part we think the introduction of a new form of Bill of Lading to be wholly unnecessary.—We are, &c.,

per pro. MACKINNON, MACKENZIE & Co.,
M. C. TURNER, Agents.

NEGLIGENCE CLAUSE IN CHARTER PARTIES AND BILLS OF LADING.

NORTH OF ENGLAND STEAM SHIPOWNERS' ASSOCIATION,
25, KING STREET, NEWCASTLE-UPON-TYNE, *January*, 1887.

To the PRESIDENT of the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed by the Committee of Management of this Association to inform you that a Committee of Shipowners, representing all the seaport towns of the United Kingdom, have been for some time considering the difficulties and dangers which arise to the Owners of Ships through the omission of what is called a "Negligence Clause" from Charter Parties and Bills of Lading.

In some trades there are Clauses which Owners consider sufficiently protective of their interests ; in others a compromise has been agreed to by Merchants, Underwriters, and Shipowners, as in the case of the Mediterranean, Baltic, and Black Sea Bills of Lading, or the question is to some extent open, as in the American Trade. Of these three Clauses the following are examples :—

A—The Eastern Form of B/L., 1871.
B—The Mediterranean, Baltic, and Black Sea B/L., 1885.
C—The New York Produce Exchange B/L., 1884.

A has been almost universally used in the Eastern Trade for the last fifteen years, and the Negligence Clause is as follows :—

"The Act of God ; the Queen's enemies ; pirates ; robbers by

land or sea ; restraint of princes, rulers, or people ; loss or damage from machinery, boilers or steam, or from explosion, heat, or fire on board, in hulk or craft, or on shore ; jettison ; barratry ; any act, neglect, or default whatsoever of pilots, master, or crew in the management or navigation of the ship ; and all and every the dangers and accidents of the seas, rivers, and canal, and of navigation of whatsoever nature or kind are excepted."

B is based upon the report of the Baltic Committee on Bills of Lading, appointed at a meeting of Members of the Baltic Coffee House, held on the 10th February, 1885, and contains the following Negligence Clause :—

"The Act of God ; perils of the sea ; fire ; barratry of the master and crew ; enemies, pirates, and robbers ; arrests and restraints of princes, rulers, and people ; and other accidents of navigation excepted. Strandings and collisions, and all losses and damages caused thereby, are also excepted, even when occasioned by negligence, default, or error in judgment of the pilot, master, mariners, or other servants of the shipowners, but nothing herein contained shall exempt the shipowner from liability to pay for damage to cargo occasioned by bad stowage, by improper or insufficient dunnage, or ventilation, or by improper opening of valves, sluices, and ports, or by causes other than those above excepted, and all the above exceptions are conditional on the vessel being seaworthy when she sails on the voyage ; but any latent defects in the machinery shall not be considered unseaworthiness provided the same do not result from want of due diligence of the owners, or any of them, or if the ship's husband or manager."

This Clause has been approved of by the London Corn Trade Association, and a correspondent, writing from Adelaide, Victoria, states :—

"After some deliberation the Corn Trade Association and Chamber of Commerce have decided to adopt the clause as per slip enclosed. You will note that it is the same as that sent out by you. Other owners are asking for a much more stringent clause, but the committee were so much impressed with the fairness of yours that they have decided to accept it and no other."

C was adopted by the Board of Managers of the New York Produce Exchange, 28th October, 1884, with Negligence Clause as follows :—

"It is also mutually agreed that the carrier shall not be liable for loss or damage occasioned by causes beyond his control ; by perils of the sea or other waters ; by fire from any cause, or wheresoever occurring ; by barratry of the master or crew ; by enemies, pirates, or robbers ; by arrest and restraint of princes, rulers, or people ; riots ; strikes or stoppage of labour ; by explosion, bursting of boilers, breaking of shafts, or any latent defect in hull, machinery, or appurtenances ; by collisions, stranding, or other accidents of navigation, of whatsoever kind, even when occasioned by negligence, default, or error of judgment

in the pilot, master, mariners, or other servants of the shipowner, not resulting, however, in any case, from want of due diligence by the owners of the ship, or any of them, or by the ship's husband or manager."

It is the desire of the Committee to secure the hearty co-operation of Merchants and Freighters in obtaining the adoption of Clauses such as these in all Charter Parties and Bills of Lading, or, if that be not possible, to obtain upon such documents an endorsement to the following effect :—

Subject to the perils, exceptions, and conditions contained in the [*Here insert* Eastern Trade Bill of Lading ; the Mediterranean, Baltic, and Black Sea Bill of Lading, 1885 ; or the New York Produce Exchange Bill of Lading, as the case may be.]

The sum of at least £100,000 has been paid by Shipowners in three years for loss of cargo, and the Underwriters, not the Merchants, have benefited to this extent ; but if this serious drain upon Shipowners were to continue, freights must of necessity rise in proportion.

The Committee instruct me respectfully to solicit your good offices in making the wishes of Shipowners in these respects known to the Members of the Chamber of Commerce, and through them to the whole Mercantile community of your town. I am also to ask that at your earliest convenience you will kindly favor me with an expression of the opinions of the Chamber upon the important proposals I have had the honor of submitting to you.—Yours, &c.,

RICHARD WELFORD, Secretary.

BOMBAY CHAMBER OF COMMERCE, 22*nd February*, 1887.

GENTLEMEN,—By direction of the Committee of the Chamber I circulate the accompanying letter received from the North of England Steamship-owners' Association on the subject of a Negligence Clause in Charter Parties and Bills of Lading ; and to ask you if you will be so good as to favour them with your views on the subject.—I remain, &c.,

JOHN MARSHALL, Secretary.

We do not think that any changes in the Eastern Bill of Lading are necessary.

A. BLASCHECK & Co.

Negligence Clause in Eastern Form of Bill of Lading seems sufficiently protective of owners interest.

E. SPINNER & Co.
WALLACE & Co.
LANG, MOIR & Co.

We understand the Committee approve of our Bill of Lading form.

KILLICK, NIXON & Co.

We agree with Messrs. Blascheck & Co. and Messrs. Wallace & Co.

BREUL & Co.
EWART, LATHAM & Co.
GLADE & Co.
GADDUM, BYTHELL & Co.
RITCHIE, STEUART & Co.
BENN, ASHLEY & Co.
PUNNETT & Co.
VOLKART BROTHERS
LYON & Co.
pp. RALLI BROTHERS
OSCAR GOT.

MADRAS CHAMBER OF CMMERCE, 16*th April*, 1887.

From the Hon'ble S. R. TURNBULL, Chairman, Chamber, of Commerce, Madras, to the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I have the honor to inform you that a letter has been received by this Chamber from the Greenock Chamber of Commerce, dated the 1st ultimo, bringing to notice the absence from Madras Charter Parties and Bills of Lading, of the Negligence Clause which is said to have been adopted in Bombay and Calcutta Charters and Bills of Lading. I am desired to ask you to be so good as to inform me whether the statement is correct with regard to Bombay as, should it be found that the Clause has been adopted in the other Presidencies, this Chamber will be prepareed to accept it.—I am, &c.,

S. R. TURNBULL, Chairman.

BOMBAY CHAMBER OF COMMERCE, 19*th April*, 1887.

The CHAIRMAN, CHAMBER of COMMERCE, Madras.

DEAR SIR,—I have laid before the Committee of the Chamber your letter of 16th instant, enquiring as to the adoption of the Negligence Clause in Steamship Charter Parties and Bills of Lading.

In reply, I am directed to inform you that Negligence Clauses of a more or less stringent character are now very generally embodied in Charter Parties and Bill of Lading made in this Port, but their acceptance or otherwise is entirely a matter of private arrangement between shippers and owners, and no Negligence Clause has ever been approved of, or adopted by this Chamber.—I am, &c.,

JOHN MARSHALL, Secretary.

APPENDIX Z.

ERECTION OF ADDITIONAL LIGHTHOUSES ON THE COAST OF CEYLON.

No. 101 OF 1887.

MARINE DEPARTMENT,
BOMBAY CASTLE, 21*st March*, 1887.

From the SECRETARY to GOVERNMENT, to the SECRETARY, BOMBAY CHAMBER of COMMERCE.

SIR,—I am directed to forward herewith a copy of a letter from the Government of India, Department of Finance and Commerce, No. 1284, dated 11th instant, and of its enclosures, and to request that you will have the goodness to favor Government, at an early date, with an expression of the opinion of the Chamber on the proposal by the Board of Trade to erect two additional lighthouses on the coast of Ceylon, the cost of their construction and maintenance being met out of the surplus proceeds of the existing Basses and Minicoy light dues, instead of reducing those dues and imposing fresh dues for the new lights asked for by the trade.—I have, &c.,

M. W. WILLOUGHBY, Brigadier-General,
Secretary to Government.

Letter from G. H. R. Hart, Esq., Officiating Assistant Secretary to the Government of India, Department of Finance and Commerce, No. 1284, dated 11th March, 1887.

"I am directed to forward copy of a despatch from the Secretary of State, No. 26 (Statistics and Commerce), dated the 10th February, 1887, and enclosures, and to request that the Government of India may be favored at an early date with an expression of the opinion of His Excellency the Governor in Council on the proposal therein made to erect two additional lighthouses on the coast of Ceylon, the cost of construction and maintenance of the lights being met from the surplus proceeds of the existing Basses and Minicoy light dues."

STATISTICS AND COMMERCE, No. 26.

INDIA OFFICE, LONDON, 10*th February*, 1887.

To His Excellency the Right Honourable the GOVERNOR-GENERAL of INDIA in COUNCIL.

MY LORD,—With reference to your letter of 6th February, 1883, No. 16 (Separate Revenue), I forward herewith a copy of a letter from

the Board of Trade, and enclosures, relative to the proposed erection of two additional lighthouses on the coast of Ceylon, the cost of construction and maintenance of which, it is suggested, should be met out of the surplus proceeds of the existing Basses and Minicoy light dues, instead of any steps being taken for the lowering of those dues, and the imposition of fresh dues for the proposed new lights.

2. The scheme suggested by the Board of Trade appears to me to be decidely the most convenient one that could be proposed, and I presume will undoubtedly commend itself to the trade. If your Excellency in Council concurs in the arrangement, I request that the fact may be communicated to me by telegraph with the least possible delay.—I have, &c.,

CROSS.

ENCLOSURES.

BOARD of TRADE, 19*th January*, 1887.

The UNDER-SECRETARY of STATE for INDIA.

SIR,—I am directed by the Board of Trade to transmit herewith copy of a letter which, on the 4th of last month, they addressed to the Lords Commissioners of Her Majesty's Treasury, containing a proposal for the erection of two additional lights on the coast of Ceylon, and to request that you will lay it before Viscount Cross for his consideration, together with the following observations :—

It will be within the recollection of the Secretary of State that in the year 1883, when the question of the tolls to be levied for the Basses and Minicoy lighthouses was under consideration, exception was taken by the Government, of British Burma and Bengal to the proposals made by these Departments in consequence of which the Board of Trade undertook, by their letter to you of the 30th March, to reconsider the amount of toll so soon as a reasonable working balance had been accumulated on behalf of the Basses and Minicoy Lighthouses Fund and a substantial part of the loans advanced by the Public Works Loan Commissioners had been repaid. It will be observed from the enclosed letter to the Treasury that this fund at the present time has an accumulated balance of some twenty-seven thousand pounds, and that this balance is increasing at a rate estimated at from ten thousand pounds to thirteen thousand pounds per annum. The question therefore arises, in what way this state of things can be best dealt with for the benefit of the trade interested.

Looking to the representations made by Lloyd's and the General Shipowners' Society as to the need of additional lights on the coast of Ceylon, the Board of Trade believe that the interests of the trade will be best served by arrangements being made for the erection and maintenance of the proposed lighthouses out of the balance of Basses and Minicoy dues, in the manner suggested, rather than that an immediate reduction in those dues should be made and new dues imposed for the new lights now asked for by the trade.

From a communication recently received from the Treasury the

Board of Trade are led to believe that the arrangements proposed will meet with their approval.

The Secretary of State will not fail to observe that the Board of Trade are without detailed estimates as to the cost of the lighthouses proposed, but they are advised that there is good reason to think that, by working as much as possible through the Colonial authorities at Ceylon, the two lighthouses may be erected for the sum mentioned, thirty thousand pounds. The Board are now authorizing preliminary surveys of the sites to be made, and they think it would facilitate the arrangements if the proposals as to the appropriation of the surplus dues received the concurrence of Viscount Cross.—I have, &c.,

C. CECIL TREVOR.

Enclosure in above.

BOARD OF TRADE, *4th December*, 1886.

The SECRETARY, Treasury.

SIR,—I am directed by the Board of Trade to request that you will lay the following observations before the Lords Commissioners of Her Majesty's Treasury, for their consideration.

The Board of Trade have at different times for many years past been in communication with the Government of Ceylon relative to additional lights upon the south-west coast of that island, the need for which has more than once been impressed upon this Department by the trade interested, but, owing to want of funds, nothing has been done by that colony in the matter.

The attention of the Board has recently been again called to the subject by representations made to the Colonial Office by Lloyd's and the General Shipowners' Society, who more especially urged the need of a light upon Dondra Head, the Southern point of Ceylon, which forms a turning point for vessels bound to the Bay of Bengal and to China. The improvement of the existing harbour light at Galle has also been urgently pressed upon the Board of Trade. The Government of Ceylon, to whom these representations have been submitted, state that, while willing to bear the cost of maintenance of an additional light so long as the debt for its first cost remains unliquidated, they have no funds out of which to pay the cost of erection, and suggest that this portion of the cost should be advanced by the Imperial Government, and be repaid out of dues to be levied for this purpose.

The Board are advised that, in the interests of the passing Eastern trade the improvement of Galle light and the establishment of two additional first-class lights are urgently required on this coast, one new light to be placed on Dondra Head and the other between Colombo and Galle on a site to be hereafter selected.

Looking to the benefit which these lights would confer on the general passing trade, the suggestion of the Ceylon Government that the cost of erection should be borne by that trade appears to the Board of Trade to be reasonable, and in considering the means by

which the establishment of the lighthouses could be attained, the question has necessarily arisen as to whether the tolls at present levied for the existing lighthouses on the Great and Little Basses Rocks, off the Ceylon coast and on the island of Minicoy, in the Indian Ocean, might not bear the requisite expenditure. The cost of these lighthouses was, as the Lords Commissioners are aware, defrayed out of money advanced by the Public Works Loan Commissioners on the security of the tolls levied on vessels deriving benefit from the lights, and of the money so advanced one hundred and thirty-five thousand pounds (135,000*l.*), a sum of about one hundred thousand pounds (100,000*l.*) still remains unpaid.

The amount of tolls leviable in respect of these lighthouses was fixed by the Order in Council of 11th November 1867 at one penny halfpenny (1½*d.*) per ton on vessels passing the Basses lighthouses, and, by the Order in Council of the 22nd May 1883, at one halfpenny (½*d.*) per ton on vessels passing the Minicoy lighthouse.

At the time these Orders in Council were passed the Board were not in possession of any certain information which would enable them to estimate with accuracy the total amount which would be received, and on the urgent representations of merchants in India, forwarded through the India Office, they accordingly undertook, subject to the approval of the Lords Commissioners, to reduce the tolls should the amount realized prove to be more than sufficient to provide for the maintenance of the lighthouses in question, including the repayment of the cost of construction, and to form a reserve fund sufficient to replace the present lighthouse tender in the event of her loss.

From the enclosed statement it will be observed that, on the 31st March last, a balance of more than twenty-seven thousand pounds (27,000*l.*) had accumulated, and it is estimated that this balance is increasing at the rate of from ten thousand pounds (10,000*l.*) to thirteen thousand pounds (13,000*l.*) per annum.

The Board of Trade are advised that if a sum of, say, fifteen thousand pounds (15,000*l.*) be set aside to meet the contingency of a new tender being required, a sufficient provision will have been made to meet the necessities of the case. But, even after this deduction is made, it is clear that the present dues are largely in excess of what is required for the maintenance of the lights and the repayment of the loan and interest thereon to the Public Works Loan Commissioners; and should, under ordinary circumstances, in the interest of shipping and irrespective of the undertaking already referred to, be materially reduced so soon as the consent of the Treasury and Public Works Loan Commissioners can be obtained.

The flourishing condition of this Fund, as shown in the accounts above referred to, and by the very material and steady growth of the sums received for Great and Little Basses dues collected since 1874-75 (*vide* Statement annexed), and the representations made to the Board of Trade as to the need for an improvement in the system of lighting the coast of Ceylon, have caused them to look into the whole question very carefully.

The lighthouses in question would, the Board of Trade are advised, if erected by officers of the Government of Ceylon—the plans and

lighting apparatus being sent out from England—be completed for less than thirty thousand pounds (30,000*l.*), and the lights would probably be exhibited in about eighteen months from the present time.

By that time, June 1888, the balance on the 31st March last of twenty-seven thousand pounds (27,000*l.*), at the estimated increase of twelve thousand pounds (12,000*l.*) a year will have grown to more than fifty thousand pounds (50,000*l.*), and, deducting reserve of fifteen thousand pounds (15,000*l.*) already mentioned, a sum of thirty-five thousand pounds (35,000*l.*) would be available to meet the proposed expenditure of thirty thousand pounds (30,000*l.*).

Meanwhile, the payments to the Public Works Loan Commissioners would be annually decreasing in amount. If, therefore, the Board of Trade can obtain the assent of the Treasury and the Public Works Loan Commissioners to the arrangement by which the lighthouses can be erected out of the surplus tolls in hand, and their maintenance provided for out of the annual accruing surplus, they entertain little doubt that the India office and the trade concerned would be ready to agree to the continuance of the tolls at their present rate.

The Board would therefore suggest to the Treasury that the time has arrived when the arrangements as to the Great Basses and Minicoy lights should be reconsidered, and that two additional lights—one on Dondra Head and one on a sight to be hereafter selected—should be erected and maintained out of the surplus tolls.

Upon hearing that the Lords Commissioners and the Public Works Loan Commissioners are prepared to sanction this arrangement, they will at once take steps to ascertain the views of the India Office, the colonies interested in the question, and of the shipping trade thereon.

The foregoing propositions are based on the view that it would not be reasonable to expect the colony of Ceylon to erect lighthouses for the benefit mainly of the passing trade ; but, instead of accepting the contribution which the colony is willing to make in respect of an additional light on the south coast of Ceylon, the Board of Trade propose to call on the colony to improve the local harbour light exhibited at Galle, which has been the subject of complaint for many years past.—I have, &c.,

HENRY G. CALCRAFT.

Statement of Great and Little Basses Dues collected from 1875-76 *to* 1885-86.

	£	*s.*	*d.*		£	*s.*	*d.*
1875-76	11,409	13	10	1881-82	13,660	13	4*
1876-77	12,438	10	4	1882-83	17,142	8	5
1877-78	13,635	14	4	1883-84	20,179	7	7
1878-79	12,824	17	11	1884-85	20,122	7	7
1879-80	13,095	1	10	1885-86	21,158	1	10
1880-81	14,671	15	8				

* Decrease in consequence of repayment of certain dues collected in error in previous years.

Basses Dues, 1885-86.

	Receipts.				Payments.			
	1884-85.	1885-86.			1884-85.	1885-86.		
	£. s. d.	£. s. d.			£. s. d.	£. s. d.		
Balance on 1st April 1885.	.....	13,830	12	0	Maintenance of Great and little Basses Lighthouse	....	5,075	15	6
Net dues collected, including 5,034*l.* 17*s.* 3*d.* for Minicoy. ..	.....	26,192	19	1	Repayment of loans...	....	2,700	0	0
Interest on investment, 10,000*l.* stock.	.....	142	9	1	Interest on loans ...	....	3,874	3	9
					Exchequer and Audit Department for audit of accounts, 1883-84	....	174	0	0
					Purchase of 10,000*l.* Exchequer bills, at 1*s.* 6*d.* premium ..	.....	10,007	10	0
					Cash :—Balance on 31st March 1886 ...	....	17,434	10	11
					Stock, 10,000*l.*				
					Cash, 17,434*l.* 10*s.* 11*d.*				
Stock, 10,000*l.* ...	.....	40,166	0	2	Stock, 10,000*l.* ...	.....	40,166	0	2

Minicoy.

	£.	s.	d.		£.	s.	d.
Balance on 1st April 1885.	0	10	0	Cr. Balance on 1st April 1885	168	8	9
Expenditure to 31st March 1886	685	15	9	Receipts to 31st March 1886	460	19	4
					629	8	1
				Dr. Balance to be written off to Basses dues account.....	56	17	8
	686	5	9		686	5	9

BOMBAY CHAMBER of COMMERCE, 30*th April*, 1887.

The SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—I have the honor to acknowledge receipt of your letter No. 101 of 21st ultimo, requesting the opinion of the Chamber on the proposal by the Board of Trade to erect and maintain two additional lighthouses on the coast of Ceylon, out of the surplus dues which have accrued from the Basses and Minicoy lights.

2. Having taken steps to inform themselves of the

views entertained on the subject by the agents and commanders of steamers trading between Bombay and Ports which necessitate their making the Ceylon coast, my Committee would strongly support the proposal to place a light on Dondra Head, but in preference to erecting another lighthouse between Galle and Colombo would urge the advisability of improving the existing Galle and Baticaloa lights. The Galle light, moreover, would be much more serviceable if it were a flashing or revolving light, as at present it is sometimes difficult to distinguish it from the white lights shown by fishing boats and some of the fishing villages on the coast.

3. As to the mode suggested for meeting the cost of construction, the Committee of the Chamber would not be prepared, as a general rule, to approve of obtaining it from revenue, but in this instance they would acquiesce in the expenditure being met from the accumulated funds in hand. They, however, desire me to point out that even after paying for the construction of the proposed new lighthouses and their maintenance, a large annual surplus will still be available from the dues levied for the Basses and Minicoy lights, and they would accordingly respectfully suggest that Government may be pleased to represent in the proper quarter the injustice to the shiping assessed of maintaining the present exorbitant scale of dues.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX AA.

ALLEGED DIFFICULTY IN OBTAINING REFUNDS OF TOWN DUTY ON SUGAR EXPORTED.

BOMBAY, 15*th February*, 1887.

To the SECRETARY, CHAMBER of COMMERCE.

DEAR SIR,—Under instructions from our client, Mr. Syed Mirza and others, we beg to hand you herewith a Memorial relating to the sugar trade, subscribed by our client and other leading merchants of this place.

We are instructed to request you will be kind enough to lay the Memorial before the Chamber, with a request that the same may have their best consideration, and that such measures as the Chamber may think fit, may be adopted by them in the matter.

We believe, that the subject of the Memorial is one of great importance to the commercial community of this city, and our clients trust that the Chamber will spare no efforts to remedy the evil complained of by the Memorialists.

Our clients request us to say that they will be highly obliged to you and to the other gentlemen constituting the Chamber of Commerce, for any trouble which they may be good enough to take in reference to the subject.

Your early attention to this matter would much oblige.—We are, &c.,

LITTLE, SMITH, FRERE & NICHOLSON.

To the SECRETARY of the BOMBAY CHAMBER of COMMERCE.

The Memorial of the Undersigned Merchants of Bombay,

HUMBLY SHEWETH,—Your Memorialists whose names are subscribed, and who are merchants of Bombay, desire to invoke the aid of the Bombay Chamber of Commerce in remedying certain inconveniences which are much felt by them and others who are engaged in the sugar export trade.

Your Memorialists believe that the import sugar trade of Bombay is confined to a few merchants in Bombay, numbering only some fifty or sixty persons or firms. On the other hand the number of persons engaged in the sugar export trade in Bombay is very large, and your Memorialists believe that some ten thousand persons or thereabouts are altogether employed in it.

Since the 1st of October, 1886, the Town Duty levied on sugar has been increased at the rate of seven annas per cwt., that is to say, whereas, formerly it was Re. 1½ per cent. on the fixed value of Rs. 12½ per cwt. of sugar, it is now annas seven per cwt.

The Town Duty on grain has likewise been increased.

As a rule such Town Duty is paid by the importer, and under the

Municipal Act, such duty is refunded to the exporter according to certain condition, that is, if the goods are shipped within six months from the date of the arrival here of the goods imported.

Since the 1st October, 1886, the date when Town Duty on sugar was increased, your Memorialists as exporters have experienced great difficulty and inconvenience in obtaining a refund of such Town Duty on the sugar being exported by them.

Such difficulty and inconvenience has been chiefly caused from the fact, that importers from whom your Memorialists purchased the sugar for export have not delivered to your Memorialists as exporters, the Import Town Duty Bill on the sugar sold for the purpose of enabling them to recover a refund of the same on exportation.

The importers have, as your Memorialists believe, practically usurped to themselves the right of claiming such refund, and to recover the same from the Municipality by obliging the exporters to sign a receipted Bill for the full amount of the refund of Town Duty, and paying only to the exporters of such sugar, rupees twenty-five per one hundred soorkas, whereas the actual refund amounts to something like rupees sixty-six or sixty-seven per one hundred soorkas. Thus the importers retain for themselves the remaining portion of such refund which amounts to rupees forty-one or forty-two per one hundred soorkas.

The right to claim refund of the Import Duty on sugar when it is exported, as we submit the undoubted right of the exporter under the act, and to no portion of this has the importer any rightful claim. If it were not for the Municipality insisting on the Import Duty Bill on sugar being produced at the time of claiming refund, the exporter could claim such refund without any application to the importer for the Import Duty Bill.

Your Memorialists beg to point out that according to their information and belief, the practice of presentation of the Import Town Duty Bill at the time of claiming refund of Town Duty on grain has been done away with by the Municipality on the application of Messrs. Ralli Brothers and Finlay, Muir & Company, two of the leading European firms in Bombay in the wheat trade.

Your Memorialists believe that the ground upon which such application was made, was that great difficulty and inconvenience, was under the former practise experienced by the exporters of grain on claiming a refund of Town Duty on exportation, and accordingly the presentation of the Import Town Duty Bill on wheat and grain has been done away with after the year 1879. Since that time the grain export trade which is very extensive has been carried on without any inconvenience and, as your Memorialists believe, the proper payment of the refund of Town Duty thereon being in the least interfered with.

Your Memorialists submit that in the case of grain the exporter was not put to so much annoyance and inconvenience as he is now in the case of sugar, inasmuch as in the case of sugar as above pointed out he has to forego the greater portion of the refund in favor of the importers.

Your Memorialists, therefore submit, that not only on the ground of

inconvenience and annoyance, but on the ground of good policy and fair dealing in trade the practice of presenting Import Town Duty Bills on sugar at the time of claiming a refund of such Town Duty should be abolished. Your Memorialists also contend that the present practice is repugnant and prejudicial to the due development of the sugar export trade which is now being carried on in Bombay, and shows every sign of future development unless checked by irksome regulations.

Your Memorialists beg to point out that in past years, sugar used to be exported from Java and Batavia in large quantity to Persia and Arabia, but during the last four or five years the sugar export trade in Bombay has considerably developed, and Java and Batavia sugar in Persia and Arabia has been entirely replaced by the sugar exported from Bombay.

Your Memorialists submit that if this difficulty in the way of their recovering of refund of Town Duty is not removed, the sugar exportation trade from Java and Batavia will again increase to the diminution of the Bombay sugar trade and the Town Duty on sugar will bring in a smaller revenue.

Under the foregoing circumstances your Memorialists beg you will please lay this Memorial before the Chamber, for their kind assistance in applying to the Municipality or in taking steps by other way the Chamber of Commerce may think fit, for faciliating the recovery of the refund of the import duty on sugar, by abolishing the present practice requiring the presentation of the Import Town Duty Bill at the time of claiming refund of such duty on exportation, and your Memorialists as in duty bound will ever pray.

Your Memorialists beg to bring to your notice that the principal exporters of sugar have for several days ceased to purchase here sugar for exportation from Bombay in consequence of the above inconvenience and difficulty in their way in claiming refund of Town Duty, although they have received considerable orders from their constituents for shipping sugar from Bombay, which have not been executed for reasons above stated, nor have they exported sugar on their account for the same reasons, and they beg you will be kind enough to take such steps to remedy the above inconvenience and difficulty hereby complained of as early as you possibly can.

Your Memorialists, beg to subscribe,

DAVID SASSOON & Co.,
E. D. SASSOON & Co.,
WALLACE & Co.,
RALLI BROTHERS, AND 514 OTHERS.

BOMBAY CHAMBER OF COMMERCE, *4th March*, 1887.

The MUNICIPAL COMMISSIONER, Bombay.

SIR,—I am directed by the Committee to hand you a copy of a Memorial addressed to the Chamber by the various importers of sugar into Bombay, and at the same

time to enquire what difficulties there are in the way of placing refunds on sugar exported on the same basis as wheat. On the latter article refunds of Town Duty seem to be recoverable by exporters without difficulty, while it seems evident that on sugar the system at present in operation does not give satisfaction; but before taking further steps my Committee are desirous of getting all possible information on the subject.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 141 OF 1886-87.

BOMBAY, 11*th March*, 1887.

To JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

SIR,—As your letter dated the 4th instant, to the address of the Municipal Commissioner, enclosing an undated copy of a Memorial from sugar merchants, has just been referred to me, and as it appears that altogether 518 signatures were affixed to the original Memorial, of which only four have been transcribed on the copy referred to, the rest being only numerically referred to therein, I have the honor to to request the favor of your furnishing me with the names of all the remaining 514 Memorialists.—Yours, &c.,

NOSHERWANJEE COYAJEE,
Town Duty Refund Officer.

BOMBAY CHAMBER OF COMMERCE, 12*th March*, 1887.

The TOWN DUTY REFUND OFFICER, Bombay.

SIR,—In reply to your letter No. 141 of the 11th instant, I beg to enclose a copy of the signatures affixed to the Memorial which accompanied my letter of the 4th idem. At the same time I do not see that the names of the signatories in any way affect the information which my Committee were desirous to elicit.—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY, 11*th March*, 1887.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce.

SIR,—We shall feel much obliged by your informing us whether our clients Mr. Syed Mirza and others' Petition which we forwarded

to you on the 15th ultimo has been laid before the Chamber, and if so, with what result.—We have, &c.,

LITTLE, SMITH, FRERE & NICHOLSON.

BOMBAY CHAMBER OF COMMERCE, 12*th March*, 1887.

Messrs. LITTLE, SMITH, FRERE and NICHOLSON, Bombay.

DEAR SIRS,—In reply to your letter of the 11th instant, I beg to inform you that the Memorial referred to is under the consideration of the Committee of the Chamber, and I will let you know in due course what action has been taken in the matter.—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, 19*th April*, 1887.

The MUNICIPAL COMMISSIONER, Bombay.

DEAR SIR,—I have the honor, by direction of my Committee, to solicit the favor of a reply to my letter of the 4th March. The only notice which has been taken of it so far is an application from the Town Duty Refund Officer, under date of 11th March, asking for copies of the whole 518 signatures appended to the petition from the sugar importers to which my letter gave cover. This request I complied with at once, although, as I pointed out at the time, the signatures on the petition had nothing whatever to do with the information which the Committee of the Chamber were desirous of obtaining.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 1003 OF 1887-88.

MUNICIPAL COMMISSIONER'S OFFICE,
BOMBAY, 21*st April*, 1887.

From the MUNICIPAL COMMISSIONER for the CITY of BOMBAY, to the SECRETARY, CHAMBER of COMMERCE.

SIR,—In reply to your letter dated 19th instant, I am directed to inform you that the letter therein referred to

was forwarded to the Town Duty Refund Officer, who has been requested to expedite his report on the subject.—I have, &c.,

VIRPRASAD TAPIPRASAD,
Assistant to the Municipal Commissioner.

BOMBAY, 28*th April*, 1887.

To JOHN MARSHALL, Esq., Secretary, Chamber of Commerce.

DEAR SIR,—We shall feel obliged by your informing us whether the Petition of our clients Mr. Syed Mirza and others has been laid before the Chamber, and if so, with what result.—We are, &c.,

LITTLE, SMITH, FRERE & NICHOLSON.

BOMBAY CHAMBER OF COMMERCE, *29th April*, 1887.

Messrs. LITTLE, SMITH, FRERE and NICHOLSON, Bombay.

DEAR SIRS,—In reply to your letter of the 28th instant, I beg to inform you that the petition of your clients was laid before the Committee of the Chamber immediately on receipt, and by their direction I addressed the Municipal Commissioner regarding the inconvenience complained of. Only a bare acknowledgment has yet been elicited, but I have again written to the Municipality pressing for a reply, and I trust I shall be able to inform you that something definite has resulted at an early date.—I am, &c.,

JOHN MARSHALL, Secretary.

BOMBAY, 29*th April*, 1887.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce.

DEAR SIR,—We are much obliged by your letter to us herein of the 29th instant. Our clients beg you will please excuse us for the trouble which has been given you in the matter.

As the matter is of considerable public importance, our clients fully trust that your efforts in remedying the evil complained of will result successfully.—We are, &c.,

LITTLE, SMITH, FRERE & NICHOLSON.

No. 1981 of 1887-88.

MUNICIPAL COMMISSIONER'S OFFICE, BOMBAY, *9th May*, 1887.

From the MUNICIPAL COMMISSIONER for the CITY OF BOMBAY, to the SECRETARY, CHAMBER OF COMMERCE.

SIR,—In reply to your letter of 4th March, on the subject of production of Import Bills in the case of Refunds of sugar duty, I regret to be obliged to say that after full consideration of the arguments of petitioners, I see no hope of admitting their request to be allowed refunds of sugar duty without showing import bills.

2. It will be observed that they do not complain of any obstruction on the part of the Municipality. It is not alleged that the Municipal Officers cause any difficulty so long as the import bill is produced, and this formality is such a simple one, that, but for the proceedings of the importers in declining to give up the import bill without receiving payment, there would be no difficulty in the matter.

3. It is stated that the importers are not entitled to a share in the refund, and that they oblige the exporters to give it them by a sort of dishonest pressure in withholding the import bills. It may be so, but this is a question to be fought out in the law courts or put down by a combination or in any other way that merchants in other cases can employ to protect themselves from dishonest exactions. It is by no means certain that the abolition of the necessity to show the import bills would put an end to the exaction, for the importers might decline to sell at all, unless the exporters still agreed to pay the exaction, and even if it did put an end to the difficulty, the Municipality are in no way bound to endanger their own revenue and put great difficulties in the way of the detection of fraud, merely to check exactions by one merchant against another.

4. Two main purposes served by the import bills are :—

(1.) To enable the Refund Officer to check the limit of time, to see that the goods on which refund is claimed were imported within 6 months.

(2.) To see that the weights agree reasonably, 10 per cent. excess or deficiency being allowed by our rules, between the weights at import and export.

5. As to grain, the import bills are not required chiefly, I am informed, because the grain imported often breaks bulk, and is filled into new bags of different capacity so that the import bills would not be useful for comparison, and also to foster to the utmost, the wheat trade with Europe.

6. But in the case of sugar I learn that the bags remain unbroken and identification is easy. It is stated also that the Municipality are now actually losing by the want of import bills for wheat, and as at present advised, I regret that I cannot hold out any hope of alteration in the rules. A similar refusal was given by Mr. Ollivant, in September 1886, in the case of a petitioner asking that the production of import bills in the case of petroleum should be dispensed with.—I have, &c.,

F. L. CHARLES,
Acting Municipal Commissioner.

BOMBAY CHAMBER OF COMMERCE, *23rd May*, 1887.

Messrs. LITTLE, SMITH, FRERE AND NICHOLSON.

DEAR SIRS,—I am directed to wait upon you with a copy of the reply received from the Municipal Commissioner to the representations made by the Chamber on the subject of the Memorial forwarded by you from the merchants and dealers in sugar regarding the difficulties experienced by them in obtaining refunds of Town Duty on sugar exported.

Should your clients have any additional arguments to put forward against the ruling of the Municipal Commissioner, my Committee would be prepared to address him again on the subject. At present you will observe he declines to make any change in the existing system necessitating the production of import bills.—I am, &c.,

JOHN MARSHALL, Secretary.

APPENDIX BB.

PROPOSED ALTERATION IN THE HOUR OF DEPARTURE OF THE MAIL STEAMERS FROM BOMBAY.

No. 9861 OF 1887.

BOMBAY POSTMASTER-GENERAL'S OFFICE, *4th November*, 1887.

From A. U. FANSHAWE, Esq., Postmaster-General, Bombay, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—It has been proposed by the London Post Office that, from the 24th February next, the Homeward Mail steamer should leave Bombay at 2 o'clock in the day, this arrangement being considered necessary in connection with the running of the Company's steamers under the new contract, and I shall be much obliged if you will favor me with an early expression of the Chamber's opinion on this proposed change. Under the new contract the outward Mail steamer is due in Bombay at 12 noon, on Monday, and in the rains when the Homeward steamer leaves on Tuesday, the proposed hour of departure will, no doubt, reduce somewhat materially the time that would otherwise be available for answering business letters, which it may be anticipated, will be, as a rule, delivered about mid-day on Monday.—I have, &c.,

G. LALCACA,
For Postmaster-General.

BOMBAY CHAMBER OF COMMERCE, *11th November*, 1887.

A. U. FANSHAWE, Esq., C.S., Postmaster-General, Bombay.

SIR,—I have to acknowledge the receipt of your letter, No. 9,861 of 4th instant, requesting the opinion of the Chamber on a proposal of the London Post office, that the homeward mail steamers after 24th February next, should leave Bombay at 2 o'clock in the day.

2. In reply, I am directed to say that the Committee of the Chamber would strongly object to the suggested alteration as likely to be productive of the greatest inconvenience to the entire mercantile community of this city. Even with a 5 o'clock departure, merchants and bankers during the busy season frequently experience considerable diffi-

culty in getting their accounts, documents and bills ready in time; and the proposed change to 2 o'clock would practically mean cutting off an entire day. Owing to the difference in time, European telegrams are generally delivered in Bombay in the morning, with the result that the demands of active business take up the earlier hours of the day rendering it difficult and, in many cases, impossible to devote attention to correspondence before noon, the hour at which, with a 2 o'clock departure, the mails would probably be closed at the Post Office. It would become almost imperative, therefore, with business people to close their letters the previous night, and at the period of greatest pressure, which is from the middle of March to the middle of June, the three hottest months of the year, night work would be unavoidable. During the moonsoon the suggested arrangement would be still more objectionable, as with the incoming mails delivered probably about mid-day, on Monday, it would be impossible to reply to letters on the following day, and a full week would thus be lost in the exchange of postal communication between London and Bombay.

3. To homeward passengers, moreover, it would be most inconveinent to have the steamers leaving at 2 p.m. Not only would they require to go on board in the heat of the day, but civil and military officers proceeding home on short leave, would, in the majority of instances, lose a day as they would not have sufficient time between the arrival of their train from up-country and the departure of the mail steamer, to transact the business they usually have with their bankers and agents.

4. While the objections to the proposed change are thus grave and numerous it does not appear that it is likely to be productive of any counterbalancing advantages. But, if it is of importance that a gain of three hours should be effected in the delivery of the Indian Mails in London, my Committee would submit that it would be requiring very little of the P. & O. S. N. Co. to ask them to save that time in transit. Extended over 13 or 14 days of steaming, the extra consumption of coals necessary to ensure a gain of three hours would be insignificant, indeed scarcely perceptible.

5. The Committee of the Chamber accordingly trust that the postal authorities on this side will strenuously

oppose any change from the present hour of departure of the mail steamer. In so doing they will be supporting the interests not only of the mercantile community but of the public generally.—I have, &c.,

JOHN MARSHALL, Secretary.

No. A63 OF 1887.

FINANCIAL DEPARTMENT,
MAHABLESHWAR, *7th November*, 1887.

From T. D. MACKENZIE, Esq., C.S., Acting Chief Secretary to the Government of Bombay, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—The Postmaster-General having informed this Government that it is in contemplation, in connexion with the New Overland Mail Contract, to start the Homeward steamer from Bombay at 2 p.m., instead of at 5 p.m., I am desired by the Governor in Council to request that you will be good enough to favor him with the opinion of the Chamber of Commerce on the proposal. As the Postmaster-General has been desired by telegram to report on the subject as early as possible, I am to ask that the reply of the Chamber of Commerce may be sent to Government at their earliest convenience.—I have, &c.,

T. D. MACKENZIE,
Acting Chief Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, 11*th November*, 1887.

T. D. MACKENZIE, Esq., C.S., Acting Chief Secretary to Government, Financial Department, Bombay.

SIR,—I have the honor to acknowledge the receipt of your letter No. A63 of the 7th instant, respecting the proposal to start the homeward mail steamer at 2 p.m., instead of 5 p.m. as hitherto.

2. The subject has already been before the Chamber through a letter received direct from the Postmaster-General; and I am directed to wait upon you with a copy of the reply which the Committee made to that communication.

3. You will perceive that for several reasons the Committee entertain strong objections to any alteration being made in the hour of departure of the mail steamer, and

they venture to hope that H. E. the Governor in Council will see fit to support their representations in favor of retaining the present arrangement undisturbed.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 10314 OF 1887.

BOMBAY POSTMASTER-GENERAL'S OFFICE, 12*th November*, 1887.

From A. U. FANSHAWE, Esq., Postmaster-General, Bombay, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In acknowledging, with thanks, your letter of yesterday's date, I have the honor to say that on the 5th current, I telegraphed to the Director-General of the Post Office, that there were substantial objections to the alteration of the time of the departure of the Homeward Mail steamer, and have since heard from him that he has accepted my views and already telegraphed to the London Post Office, urging that the 5 o'clock departure should be retained.

2. In addition to the arguments of your letter all of which, I think, I anticipated, there are other considerations affecting the postal interests of the whole Empire. The Foreign money orders and parcels arriving in Bombay on the day of the departure of the mail steamer would have to be detained for a week. This might be provided against, to some extent, by fixing generally the day previous to the last day for posting foreign correspondence as the last day for sending foreign money orders and posting foreign parcels, but this would be a source of inconvenience to the public, and would be constantly forgotten. No alteration of this kind, however, would affect the question in the case of Burma and of Sind and Beluchistan. The entire week's mails, including all foreign money orders and foreign parcels, from Burma must reach Bombay on the last day, as there is only weekly communication with Burma ; and practically the foreign money orders and parcels from Sind arrive by the direct steamer from Karachi also on the last day, and the enforced detention of a week would in these cases be a special hardship. The direct steamer, again, from Karachi would have to leave earlier than it now does which would curtail the already limited postal advantages of that place.

3. If a reduction in time is to be made anywhere, it can least be afforded at the port of departure from India, where the mails from all parts of the Empire converge on the morning of the last day.

4. I have now forwarded a copy of your letter to the Director-General of the Post Office.—I have, &c.,

A. U. FANSHAWE,
Postmarter-General.

BOMBAY CHAMBER OF COMMERCE, 17*th November*, 1887.

The POSTMASTER-GENERAL, Bombay.

SIR,—I have the honor to acknowledge receipt of your letter No. 10314 of the 12th instant.

In reply, the Committee direct me to thank you for the promptitude with which you have supported the views of the Chamber as to the inadvisability of changing the hour of departure of the homeward mail steamers from Bombay.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX CC.

DELAY IN THE DELIVERY OF ENGLISH PATTERN PARCELS BY THE POST OFFICE.

BOMBAY, 10*th May*, 1887.

The SECRETARY, CHAMBER of COMMERCE.

DEAR SIR,—We will be glad if you will draw the attention of the Chamber of Commerce to what appears to us to be a defective arrangement at the Post Office for the delivery of pattern parcels from England.

Formerly pattern parcels addressed via Brindisi were delivered here within three hours after delivery of letters, but for some time past there has been an interval of between six and seven hours between the delivery of letters and of patterns. It is of considerable importance that merchants should be able to obtain possession of patterns as early as possible after the arrival of the English mail, and we will be glad if the Chamber will represent the matter to the Post Office authorities with the view of getting it rectified.—We are, &c.,

per pro. C. MACDONALD & Co.,
JAS. W. BROWN.

BOMBAY CHAMBER OF COMMERCE, 23*rd May*, 1887.

Messrs. C. MACDONALD & Co.

DEAR SIRS,—I have submitted to the Committee of the Chamber your letter of 10th instant, respecting the delay on the part of the postal authorities in delivering pattern parcels received by the English mails. After careful enquiry among regular recipients of such parcels, however, the Committee do not find the delay you complain of is generally experienced by the members of the Chamber, and they do not therefore think it advisable to address the Postmaster-General on the subject. The custom seems to be that when the mail arrives during the night, the parcels are delivered the following morning, and in the day time two or three hours after the letters. Any attempt to accomplish an earlier delivery of the parcels might interfere with the rapid distribution of the letters, and would, therefore, be inexpedient.—I am, &c.,

JOHN MARSHALL, Secretary.

APPENDIX DD.

THE CHINA MAILS.

BOMBAY CHAMBER OF COMMERCE, 28*th February*, 1887.

The POSTMASTER-GENERAL, Bombay.

DEAR SIR,—The irregularity and uncertainty attending the despatch of the mails for the Straits Settlements and China has long been a source of extreme inconvenience to the mercantile public, and the Committee of the Chamber have accordingly directed me to solicit your special attention to the matter in the hope that you may be able to effect an improvement on the present system.

In the case of the last two P. & O. steamers carrying these mails, the "Coromandel" sailed at 1 p.m. on Monday, 7th February, but the time advertised for the closing of the mails was 6 a.m., which necessitated all mercantile correspondence being closed on Saturday afternoon; and for the "Peshawur," which sailed at 7. p.m. on Saturday, 19th February, the latest hour given for posting letters at the Post Office was 5 p.m. on Friday, 18th. In this instance it was not only the one day's loss of time which was felt, but the extreme inconvenience to merchants and bankers of having to do their work for the China and English mails simultaneously.

My Committee are not unaware of the fact that there is no fixed day and hour for the departure of the China mail steamers, but they think it would be perfectly possible nevertheless to make arrangements for keeping the public better informed as to the actual hour of sailing and for allowing letters to be posted up to within, say, three hours of that time.—I am, &c.,

JOHN MARSHALL, Secretary.

No. 5215 B.

From the POSTMASTER-GENERAL, Bombay, to JOHN MARSHALL, Esq., Secretary to the Chamber of Commerce, Bombay.

BOMBAY POSTMASTER-GENERAL'S OFFICE, 28 *h February*, 1887.

SIR,—I have the honor to acknowledge your letter dated this day, and to say that the matter referred to in it will receive attention, and that a further communication will be sent to you in due course.—I have, &c.,

G. LALCACA, for Postmaster-General.

No. 18304 OF 1887.

POSTMASTER-GENERAL'S OFFICE, *28th March*, 1887.

From A. U. FANSHAWE, Esq., Postmaster-General, Bombay, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter of the 28th February last, the receipt of which has already been formally acknowledged, I have now the honor to send the following reply.

2. In that letter you have invited attention to the inconvenience to the mercantile public of the uncertainty attending the despatch of mails from Bombay for the Straits Settlements and China, and have suggested that arrangements should be made for giving the Bombay public the advantage of any detention beyond the ordinary time of the P. and O., China and Australian steamers, for the purpose of posting letters.

3. The subject is one which received my personal attention in 1882 and 1883, and I propose to describe at length the arrangements then made with the P. and O. Company, not only to show what has been done in the past but also to explain the practical difficulties in the way of making other arrangements.

4. The China and Australian steamers of the P. and O Company are not contract vessels, and all that the Company can guarantee is that they shall leave as near the advertised date as possible, and not before Friday, each fortnight. As a rule for some years past the steamers have not left Bombay before Saturday, and in 1883 I proposed that the ordinary day of departure should be accepted by the Post Office as Saturday, but in one or two instances the steamers actually left on Friday, and the Superintendent of the Company informed me that a Friday departure must always be regarded possible. For the general purposes of the Post Office, therefore, Friday has had to be taken as the day of despatch of the China and Australian mails from Bombay, as otherwise the mails from Calcutta and other parts of India might occasionally be left behind.

5. In the interests, however, of the Bombay public, I arranged with the Superintendent, P. & O. Company, that whenever the steamer was not to start on Friday, information of the time of departure should be given to the Presidency Postmaster on Thursday, so as to enable him to publish the necessary mail notice in the Friday's papers; and at the instance of the late Governor, Sir James Fergusson, who was specially interested in the Australian mails, I had it publicly notified in 1883 that this would always be done. Since then the Presidency Postmaster has had the necessary intimation given to the public every fortnight in the Friday's papers, and the time for closing the mails at the General Post Office, has invariably been fixed as close as possible to the hour of the departure of the steamers as communicated to him by the Superintendent of the P. and O Company. Previously the Company has been bound to send for the mails to the Post Office, but in order that they might be placed on board as late as possible, I ordered that they should be conveyed to the docks by the Post Office establishment. In some instances, however, subsequent postponements of the departure of the steamers

have been determined on after information has been given to the Presidency Postmaster on Thursday, and of these he has not been aware. This was the case on both the occasions mentioned in your letter now under reply.

6. I have now again addressed the Superintendent of the P. and O. Company on the subject, and he has undertaken to give the Presidency Postmaster, at the earliest possible moment, information of any material detention of the China and Australian steamer that may be decided on after Thursday; but the real difficulty of course lies in the impossibility of giving any general information beforehand to the public of the extention of the time for posting letters, when the steamers are detained in this way. Should the information reach the Presidency Postmaster on Friday, he would be in a position to publish an amended mail notice in the Saturday's papers, and perhaps it might be possible on other occasions to issue a notice at once by messenger to all houses of business who might think proper to register their names for this purpose. On this point I shall be glad to be favored with the opinion of the Chamber.

7. I feel bound to add that the arrangements already made by the Post Office seem to me to be all that can reasonably be expected, and antecedently I should have thought that it would have been better for businees that the hours for closing the mails as notified in the Friday's newspapers should be accepted as final without regard to the fact that the steamers are occasionally detained at the last moment until a later hour. But if you consider that the procedure I have now proposed or any other arrangements that can reasonably be made will be of assistance to the mercantile public, I shall be willing to have them carried out.—I have, &c.,

VENAYK AMARCHANDJEE,
For Postmaster-General.

No. 101.

BOMBAY CHAMBER OF COMMERCE, *6th April*, 1887.

A. U. FANSHAWE, Esq., C.S., Postmaster-General, Bombay.

SIR,—I am directed by the Committee of the Chamber to thank you for your letter No. 18,304 of 28th ultimo, entering fully into the details of the arrangements for the despatch of the China and Australian mails, and showing the difficulties in the way of giving the public information of the latest time for posting by the different packets.

These difficulties my Committee quite appreciate, and under the present arrangements for the transport of the mails, its seems to them that the only additional facility which you

are in a position to give is that suggested in the latter part of para. 6 of your letter, viz., that firms interested should register their addresses at the Post Office, so that prompt information could be sent to them of any postponements in the time of despatch. I have accordingly sent a circular to the members of the Chamber asking all who may be desirous of so doing to register their names and addresses at the Post Office, and my Committee trust that this will go some way towards mitigating the inconvenience at present experienced.

Your suggestion that it might be better for business people to treat the hours given for closing in Friday's newspapers as final, overlooks the fact, which I pointed out in my previous letter, that it is most inconvenient for merchants and bankers to have the China and Australian mails closing about the same time or within a few hours of the homeward Europe mail, and further that the hour generally advertised for closing in the first instance would frequently render it impossible to reply to letters by the incoming China steamers.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 102.

BOMBAY CHAMBER OF COMMERCE, 6*th April*, 1887.

The MEMBERS of the CHAMBER of COMMERCE.

The incovenience to the mercantile community of the present system of notifying the despatch of the China and Australian mails having been brought to the notice of the Postmaster-General by the Chamber, it has now been arranged that special notice will be issued by the postal authorities to all firms or companies who register their names and addresses for the purpose at the Post Office.

JOHN MARSHALL, Secretary.

APPENDIX EE.

CUSTOM HOUSE ARRANGEMENTS.

No. 4561 of 1887.

BOMBAY CUSTOM HOUSE, *4th July*, 1887.

From JOHN McL. CAMPBELL, Esq., C.S., Collector of Customs and Opium, Bombay, to the SECRETARY CHAMBER of COMMERCE, Bombay.

SIR,—With reference to the accompanying letter from the Secretary, Port Trust, No. 2401 of 6th ultimo I have the honor to enquire whether in the opinion of the Chamber, cases such as those instanced occur with sufficient frequence to make it necessary or advisable that the existing Custom House procedure should be altered.—I have, &c.,

JOHN CAMPBELL.,
Collector of Customs and Opium.

No. 2401

BOMBAY PORT TRUST, SECRETARY'S OFFICE,
ELPHINSTONE CIRCLE, BOMBAY, *6th June*, 1887.

To the COLLECTOR of CUSTOMS.

SIR,—It has been brought to notice that occasional inconvenience, and, it may be, loss are caused by the necessity which at present exists for shippers to have their Export Shipping Bills passed at the Town Custom House before their goods can be put on board. The difficulty arises somewhat in this fashion. A vessel is calculated to carry, say 3000 tons of wheat; the charterer makes arrangements for shipping that quantity - it is discovered after the Custom House closes that she can carry 250 tons more, the charterer has wheat ready to put on board; the vessel may be working all night and be leaving in the morning tide, so that if she is not allowed to take on board the additional 250 tons before the Custom House opens and the Shipping Bill is passed she has either to leave with so much dead freight or has to wait another tide. In the case of a Custom's holiday intervening or the Custom House being closed in the afternoon the libility to such inconvenience or delay is increased.

It is not understood that such instances are of frequent occurrence, but I am directed to bring the subject to your notice in case you may be able to add to the facilities which the merchants at present enjoy with regard to passing their Export Shipping Bills.—I have, &c.,

F. G. DUMAYNE, Acting Secretary.

BOMBAY CHAMBER OF COMMERCE, 11*th July*, 1887.

J. McL. CAMPBELL, Esq., Collector of Customs and Opuim, Bombay.

SIR,—I have laid before the Committee of the Chamber you letter of 4th instant, No. 4561, and the letter from the Acting Secretary of the Port Trust thereto attached, which, as requested, I now beg to return.

2. In reply, I am directed to inform you that, in the opinion of the Committee, it would be an advantage to the trade if you made arrangements to avoid delay in such cases as the Port Trustees instance.

3. There is, moreover, another case in which a relaxation of the existing rule which requires Customs pass notes to be on board the steamer before any cargo can be shipped, might, my Committee think, be advantageously sanctioned. For example, when a steamer comes into dock in ballast ready to load, and having cargo alongside might commence loading, but for the restriction at present in force. It is apparent that before the steamer could be loaded and despatched there would be ample time to see that pass notes were duly furnished and the Customs requirements fulfilled.

4. Again, shippers frequently suffer considerable delay and inconvenience from having to make double passes when a vessel commencing to load in the stream afterwards goes into dock. It does not appear to my Committee that any transfer or fresh pass should be requisite under such circumstances, and they would be glad if you could see your way to so arranging it.

Thanking you in anticipation for the trouble which these suggestions may entail.—I have, &c.,

JOHN MARSHALL, Secretary.

No. $\frac{C}{6135}$ OF 1887.

BOMBAY CUSTOM HOUSE, 15*th September*, 1887.

From JOHN McL., CAMPBELL Esq., Acting Collector of Land Revenue, Customs and Opium, Bombay, to the SECRETARY CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter of 11th July last, I beg to inform you that the subject alluded to in your second para has been dealt

with in the Commissioner of Customs' Notification No. 5015 which you will find at page 801 of the *Government Gazette* of to-day's date.

2. As to your para 3, a vessel can enter inwards immediately on arriving, she can enter outwards immediately after entering inwards, and shipping bills may be presented as soon as the ship has entered outwards. Shipping bills might thus be presented and passed within a couple of hours after the ships arrival and this being so I cannot see that the change which you suggest is necessary with reference to your remark that "before the steamer could be loaded and despatched, there would be ample time to see that pass notes were duly furnished and Customs requirements fulfilled," I beg to remind you that after the goods had been stowed in the hold there would be no possibility of testing the accuracy of the documents put in.

3. In reply to your para 4, I beg to refer you to page 104 of the standing Order Book copy of which was sent to you with this office No. 1719 of 15th March 1886. You will see that so far back as March 1883 a rule was passed empowering all preventive officers on duty to alter, without charge, the name of the landing or shipping place shown on an Import Private Manifest or a shipping bill. There is thus no necessity for making out double sets of shipping bills in a case such as you instance. The name of the bunder originally written on the shipping bill would on application be altered to "Prince's Dock" by the preventive officer at the dock.—I have, &c.,

JOHN CAMPBELL,
Acting Collector of Land Revenue, Customs and Opium.

No. 1932.

BOMBAY CUSTOM HOUSE, 15*th September*, 1887.

The following notification published at page 801 of the *Bombay Government Gazette*, part 1, dated 15th September, is transcribed for the information and guidance of the Custom House officers :—

No. 5015.—The following rule made by the Commissioner of Customs, Salt, Opium and Abkari, under section 137 of the Sea Customs Act, 1878, is published for general information.

When it is found that a ship nearly ready to put to sea from the Prince's Dock can take more cargo than shipping bills have been passed for, and when to insist on shipping bills being presented and passed in the usual way for supplementary cargo would result in the ship either waiting another day or leaving with so much dead freight, then in such case, incomplete shipping bills to cover cotton, seeds or grain other than rice required to complete the ship may be presented in triplicate to the Preventive Inspector on duty at the Prince's Dock. He shall give the "let export" order on the original and duplicate, retaining the triplicate, and noting on it the exact hour at which it was presented. He shall send it to the Export Department where an index number will be given to it, a special note being made in the Index-Book that this bill was received from the Preventive Inspector, Prince's Dock. The Export Department shall note on the office copy of the Port-clearance of every vessel loaded

at the Prince's Dock, the exact hour of granting clearance and on receiving a triplicate shipping bill from the Preventive Inspector, Prince's Dock, shall compare the hour on the port-clearance with the hour noted by the Preventive Inspector, on the triplicate shipping bill. If this comparison shows that the shipping bill was presented after grant of port-clearance the matter shall be reported to the Collector for his orders under section 139.

J. McL. CAMPBELL,
Acting Collector of Land Revenue, Customs and Opium.

No. $\frac{C}{6140}$ OF 1887.

BOMBAY CUSTOM HOUSE, 16*th September*, 1887.

Copy forwarded to the Secretary, Chamber of Commerce, with the compliments of the undersigned.

W. DREW,
1st Assistant Collector, Land Revenue, Customs and Opium.

BOMBAY CHAMBER OF COMMERCE, 25*th October*, 1887.

To the MEMBERS of the CHAMBER of COMMERCE,

As some misapprehension appears to exist amongst member of the Chamber as to the necessity of making a fresh Customs pass for goods, in the case of a vessel having taken part of her cargo on board in the stream and afterwards going into the Prince's Dock to complete loading, I am directed by the Committee to circulate for general information the following copy of Custom House Standing Order, No. III. C. C., No. 967 of 28th March 1883 :—

> "To prevent trouble to Importers and Shippers, it is ordered that when the name of a Bunder has to be altered in an Import Private Manifest or in an Export Shipping Bill; any preventive officer on duty at a Bunder may alter the name of the Bunder entered in the Private Manifest or Shipping Bill to that of any other Bunder at which goods of the particular kind may lawfully be landed or shipped. No fee shall be charged for such amendment."

JOHN MARSHALL, Secretary.

APPENDIX FF.

SUNDAY WORKING OF SHIPS AND STEAMERS.

KURRACHEE CHAMBER OF COMMERCE, 25*th May*, 1887.

The SECRETARY CHAMBER of COMMERCE, Bombay.

DEAR SIR,—The Committee of this Chamber have under consideration the desirability of an alteration in the hours at which Sunday is computed as a working day in this Harbour.

Sunday work is at present only permitted under a heavy fee and "the day" runs from 12 P. M. on Saturday night to 12 P. M. on Sunday.

The Committee think that it would be more convenient for all concerned, if Sunday, when made a working day, were reckoned from 6 A. M. on Sunday morning to the same hour on Monday, or in other words that work up till 6 A. M. on Sunday should be permitted without extra fee.

This would often enable vessels to complete their loading, and get to sea on Sunday, instead of having to wait till Monday to complete loading, when not finished before 12 P. M. on Saturday.

It would also give the Port and Harbour authorities a whole day's rest instead of as at present 2 half nights and a day.

As, however, the present rules regarding Sunday work are applicable to the whole of India, I am desired to ascertain, before moving further in the matter, whether your Committee consider the change above indicated to be desirable, and whether they would be disposed to take any action in regard to it.—I am, &c.,

HARRY W. BROOKS, Secretary.

BOMBAY CHAMBER OF COMMERCE, 10*th June*, 1887.

The SECRETARY CHAMBER of COMMERCE, Kurrachee.

DEAR SIR,—I have the honor to acknowledge the receipt of your letter of 25th ultimo, asking the views of this Chamber as to an alteration you suggest in the hours to be regarded as Sunday working for ships and steamers. Instead of Sunday being treated as from midnight to midnight you propose that it should be permissable to work up to 6 A. M. on Sunday mornings, recommencing at 6 A. M. on

Mondays, which you think would be preferable both for the port authorities and business people.

In reply, my Committee direct me to say that the existing regulations are not complained of here, and they would not therefore be prepared to support any representations in favor of a change. The restrictions under which permission is granted for both Sunday and night work are not generally objected to by either merchants or shipowners in Bombay.—I am, &c.,

JOHN MARSHALL, Secretary.

APPENDIX GG.

ENFORCEMENT OF THE NEW TARIFF ACT.

BOMBAY, 28*th January*, 1887.

The CHAIRMAN CHAMBER of COMMERCE, Bombay.

DEAR SIR,—We the undersigned Merchants of Bombay and importers of European Wines and Spirits, solicit your attention to and consideration of the following facts with a view to representation to Government.

1st.—That on the 13th instant, several of us by our usual Custom's clerks attended the Custom House with the intention of clearing stocks, but that day being a Hindoo Holiday the usual clerks were absent and we were informed that the Custom House was closed except for emergencies.

On the morning of the 14th, several of us submitted entries and tendered cash in payment of duty, explaining that from no cause of our own, entries could not be passed nor money received by the Department on the previous day. Payment, however, at the ordinary rate of Rs. 4 per gallon was refused to be taken, the explaination being that the Act presumably to be passed in Calcutta later in the day (the 14th) should include prior transactions of that day. To this we demur, and feel sure it was not in contemplation nor was it the intention of Government to suddenly and without any notice arbitrarily inflict a very serious loss upon Importers and holders of Bonded Stocks, and existing contracts.

We also learn that shipments from Europe made prior to the 14th January, will be charged duty under the old Tariff if cleared immediately on landing as advised by the Customs Authorities here. Consequently we consider that stocks now in Bond should come under the same category, having been shipped before the specified date.

We hope the Chamber will deem these matters of sufficient importance, and be the medium of representing clearly to Government the grievance and loss we are subjected to, and endeavour to prevail upon it to revoke the enhanced rate of duty on all stocks Bonded prior to 14th January.

We attach hereto the Collector of Custom's reply to our representation to him.—We are, &c.,

PHIPSON & Co.,
p.p. C. H. B. FORBES & Co.
A. McLAGGAN.
WALTER NUTTER & Co.
p.p. MEIFFRE, NEVEU & Co.
RUSTOMJEE PATELL.
p.p. EWART LATHAM & Co.
WILLIAM GREAVES.
C. BONNEVIALLE & Co.
p.p. ROGERS & Co.
H. P. GORDON.
For TREACHER & Co., LD.
J. W. TUCKER, Manager.
KIRKER, GREER & Co., LD.
JOHN M. HEEP.
p.p. CUTLER PALMER & Co.
THOS. WILSON.

No. 411 OF 1887.

BOMBAY CUSTOM HOUSE, *17th January*, 1887.

By Government Resolution No. 252 of 12th instant, it was ordered that arrangements should be made for bringing the provisions of the Bill for amending the Tariff Act into force on Friday 14th if it were passed on that day. Accordingly orders were given not to accept duty on any application to clear spirits from bond received on or after the opening of the office on the morning of Friday the 14th, but to note on each the date of presentation and to tell presenters that duty would be levied under para. 3 of section 37 of the Customs Act after we ascertained what rate of duty was in force on that day.

2. Representatives of Messrs. Kirker, Greer & Co. and Cutler Palmer & Co. have called on me to-day representing that their applications were put in early on the forenoon of the 14th, presumably before the Act was really passed, and therefore claiming to be allowed to pay duty at the rates prescribed in the Tariff Act of 1882 which they contend was the rate in force at the time when application was made.

3. Having carefully considered their representations, I have come to the conclusion that Government Resolution No. 252 of 12th January refers to the whole day of Friday 14th, and that the Act having come into force on that day, I am ordered to consider it in force for the whole of that day. This view is supported by the fact that the Tariff Act of 1882 was by the order of the Government of India brought into force from ten o'clock A.M. on the day on which it was passed.

4. I therefore hold that I must charge duty under the amended Tariff Act on all spirits, applications for removal of which from bond were received on or after the morning of the 14th. This includes applications dated 12th and 13th by Messrs. Rogers & Co. and Messrs. Kirker, Greer and Co., and said to have been brought to Custom House on the 13th, but which were not presented to any Official of the Customs Department till the 14th.

5. The 13th was Makar Sankrant one of the holidays allowed by Government to Hindus to which race nearly all the clerks in the Custom House belong. On Makar Sankrant, therefore, in accordance with the yearly practice leave was as far as possible given to Hindus. No payments were received. One Assistant Collector with a sufficient staff attended till 2 o'clock to dispose of emergent business. Notice of these arrangements was as usual sent to the Chamber of Commerce for the information of the Mercantile Community. The bonding clerk, who is a Hindu was absent. But there were other clerks present to do pressing work and the Assistant Collector was there. If Messrs. Rogers and Co. and Kirker, Greer & Co. attached any importance to having their applications presented on the 13th, it was open to their clerks to take them to Mr. Young, the Assistant Collector, and ask him what was to be done in the absence of the bonding clerk. But this was not done, and none of the applications were actually presented till the 14th. I am unable to take any notice of the fact

that they are said to have been ready some on the 12th which was a full working day and some on the 13th.

J. McL. CAMPBELL,
Collector of Customs and Opium.

No. 413 of 1887.

BOMBAY CUSTOM HOUSE, 18*th January*, 1887.

Copy forwarded to Messrs. Cutler Palmer & Co. for information.

J. McL. CAMPBELL,
Collector of Customs and Opium.

BOMBAY CHAMBER OF COMMERCE, 14*th February*, 1887.

To the SECRETARY to GOVERNMENT of INDIA, Revenue Department, Calcutta.

SIR,—I am directed by the Committee of the Chamber to represent to you for the consideration of Government the mode in which the provisions of the Bill to amend the Tariff Act were brought into force in Bombay on the 14th ultimo, inflicting, as it seemed to do, a certain amount of hardship on some importers of Wines and Spirits.

Under a ruling of the Collector of Customs several firms who applied on the morning of the 14th January, to pay duty on stocks they wished to clear from Bond were compelled to pay duty at the enhanced rate laid down in the Amended Bill, although that Bill could not at the time have really been passed into law. Seeing that the rules provided for all shipments from Europe made before the 14th ultimo, being admitted at the old rate of duty if cleared at once on arrival, this is scarcely fair to holders, of Wines and Spirits bonded before that date, especially as the previous day 13th January was a Public Holiday, and several of the firms who had sent clerks to pay duty on that day had been unable to do so.

It appears to my Committee that measures of this nature, which may be the means of inflicting serious loss on traders holding goods in bond for delivery under previous sales, should be freely advertised before being brought into force, and in the absence of any such public notification in this instance they respectfully submit that holders of Wines

and Spirits in bond before the 14th ultimo, have good grounds for claiming a margin of time for clearing their goods under the former scale of duties to place them on the same level as shippers from Europe up to the same date.—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, 19*th February*, 1887.

Messrs. PHIPSON and Co. (and others), Bombay.

DEAR SIRS,—I have submitted to the Committee of the Chamber your letter dated 28th ultimo, regarding the mode in which the provisions of the Bill to amend the Tariff Act were brought into force in Bombay on the 14th ultimo, and in reply I beg to inform you that I have, by direction of the Committee, addressed a letter to the Government of India setting forth the grievances complained of and asking for a reconsideration of the matter.—I am, &c.,

JOHN MARSHALL, Secretary.

No. 79 S.

CALCUTTA, 11*th March*, 1887.

From the SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter dated the 14th February, representing the hardship caused to importers of Wines and Spirits in Bombay by the limited time allowed them before the Bill to amend the Tariff Act in respect of such liquors was brought into force, and urging that measures of this nature should be freely advertised before being enacted.

2. In reply I am to remind your Chamber that the practice of the legislature both of this country and of England is to keep Bills affecting Tariffs as little in suspence as possible, in order to avoid any disturbance of trade. In the present case, however, the object being less increase of revenue than prevention of abuse, a week's notice was given as the Bill which was introduced on the 7th January, was not passed into law until the 14th idem. During this interval the public in Bombay received (vide *Times of India* of 8th January 1887, &c.), ample information of the impending modification of the rates of duties; and it is obvious that the Governor General in Council cannot accept any responsibility for the neglect of traders to take during the

interval allowed them the steps which would have brought their transactions within the lower rate of duty.

3. With reference to your Chamber's repesentation that several firms who applied on the morning of the 14th January to pay duty on stocks, they wished to clear from bond were compelled to pay duty at the enhanced rate laid down in the amended Bill which could not at the time have actually passed into law, I am to intimate that the Collector of Customs was correct in holding that a law passed on the 14th and coming immediately into force is in legal operation from the beginning of that day.—I have, &c.,

J. WESTLAND,

Offg. Secretary to the Government of India.

BOMBAY CHAMBER OF COMMERCE, 15*th March*, 1887.

Messrs. PHIPSON & Co., (and others.)

DEAR SIRS,—With reference to your letter of 28th January, regarding the mode in which the provisions of the Bill to amend the Tariff Act were brought into force on the 14th idem, I have now, by direction of the Committee, to forward for your information the accompanying copy of a letter received from the Government of India in reply to the Chamber's representation on the subject.—I am, &c.,

JOHN MARSHALL, Secretary.

APPENDIX HH.

ALLEGED PRACTICE OF PRE-DATING BILLS OF LADING IN BOMBAY.

THE LIVERPOOL CORN TRADE ASSOCIATION, LIMITED,
CORN EXCHANGE, LIVERPOOL, *6th July*, 1887.

To the SECRETARY of the BOMBAY CHAMBER of COMMERCE, Bombay

DEAR SIR,—Representations having been made to my Directors that cases have occurred in your port in which Bills of Lading have been pre-dated, I am instructed to state that they consider such procedure highly reprehensible, and they desire to call your attention to the matter and request your Chamber to use their influence for its prevention.—I am, &c.,

JOHN HANNAY, Secretary.

BOMBAY CHAMBER OF COMMERCE, *2nd August*, 1887.

JOHN HANNAY, Esq., Secretary, Liverpool Corn Trade Association.

DEAR SIR,—I have submitted to my Committee your letter of 6th ultimo, calling attention to an alleged practice of pre-dating Bills of Lading for produce shipped from this port, and asking that the influence of this Chamber may be used to prevent its continuance.

In reply, I am directed to express the surprise of the Committee that so serious an allegation should be put forward without an attempt at substantiation. They are not aware that the procedure referred to has been adopted by any Bombay exporters, and beyond circulating your letter to the members of the Chamber they do not feel warranted in taking further action.—I am, &c.,

JOHN MARSHALL, Secretary.

APPENDIX II.

REDUCTION OF PORT TRUST DUES.

BOMBAY CHAMBER OF COMMERCE, 21*st February*, 1887.

The SECRETARY, BOMBAY PORT TRUST.

SIR,—As my Committee have been informed by the representatives of the Chamber on the Trust that the Budget Estimates of Revenue and Expenditure will shortly come up for discussion, when the Trustees will no doubt be desirous of having the views of the trade before them, I am directed to represent the strong feeling which the Committee believes to exist as to the desirability of further considerable reductions being effected in the dues collected on merchandise passing through and ships frequenting the Port—reductions which they consider are alike warranted by the financial position of the Trust and the expansive character of its revenues.

When the estimates for the current financial year were under debate in February 1886, the then Committee of the Chamber had the honour of calling the attention of the Trustees to the rapid growth of the income derived from the Trust, which, in their opinion, justified much more extensive reductions than the Trustees appeared to have in contemplation, and a scale of rates was put forward which it was calculated would entail the absorption of some Rs. 3,43,921 in addition to Rs. 1,80,954 reductions proposed by the Trustees. Of the abatements proposed by the Chamber sanction was ultimately given to what it was anticipated would result in a diminution of the revenue by about Rs. 2,70,000 or say about 4½ lakhs in all for the year. Notwithstanding this, so great has been the increase in trade passing over the Trust Estate that the year's working seems likely to result in an addition of between 2 and 3 lakhs of rupees to the Reserve of Surplus Revenue which already stood at the large sum of Rs. 13,00,000 on 31st March last.

For the coming year my Committee understand that the estimates, as at present framed, show an anticipated surplus

of Rs. 1,58,000, but without attempting to criticise the figures item by item, which they are scarcely competent from the absence of detailed information to do, they consider it extremely probable, judging by past experience, that this sum will be considerably exceeded. The expenditure has to all appearance been calculated at the highest possible level and the Committee do not think sufficient margin has been allowed for the probable increase in the volume of business which reduced charges would help to bring about. The past year was undoubtedly an active one both in imports and exports and there is scarcely room perhaps for the same ratio of increase in earnings as 1886-87 showed over 1885-86 ; still the Committee of the Chamber are of opinion that the Trustees would be perfectly safe in effecting reductions from present rates equivalent to say 2 lakhs of rupees for the year.

Should the Trustees see their way to dealing with that amount my Committee would suggest the following alterations as most advantageous to the trade and likely at the same time to attract increased traffic to the port, viz. :—

A reduction of ½ pie per ton in dock dues on square-rigged vessels, say	Rs.	20,000
A reduction of 1½ annas per package on Piece-goods and Yarns both import and export, say	„	75,000
A reduction of 2 annas per ton on Wheat and Wheat-flour exported, say	„	80,000
A reduction of 1 anna per ton on Oil-seeds, exported say,	„	26,000
	Rs.	2,01,000

In recommending a reduction in the Port Dues on square-rigged vessels from what may already appear an exceedingly low level, the existing charge being only 1½ pies per ton, the Committee do so partly in the belief that any abatement of charges on shipping makes itself generally felt throughout the trade, but mainly because there are still a large number of vessels loading and discharging in the stream which it is desirable to attract to the dock, especially as extended Dock accommodation will shortly be available.

The reductions proposed on Wheat, Wheat-flour and Oil seeds and on Piece-goods and Yarns, imported and exported, scarcely require explanation. It is mainly in

these items that Bombay has to face the competition of Calcutta and Karachi, and every charge reduced or tax abolished acts as a direct incentive to an enlarged volume of trade finding its way to this port.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 908.

BOMBAY PORT TRUST, SECRETARY'S OFFICE,
ELPHINSTONE CIRCLE, BOMBAY, *4th March*, 1887.

To the SECRETARY, CHAMBER of COMMERCE.

SIR,—The Trustees have carefully considered the suggestions with regard to reduction of rates made in your letter dated 21st February, and you will see from the Estimates for 1887-8 herewith forwarded that on completing their consideration of the Budget for the ensuing year, they have been able to submit to Government for sanction remission somewhat greater in the aggregate than those recommended by your Committee, and by a reference to page VIII. of the Estimates you will observe that due weight has been attached to the various suggestions which your Committee has made.

Six spare copies of the Estimates are forwarded.—I have, &c.,

G. MANSON, Secretary.

BOMBAY PORT TRUST.

MEMORANDUM ON THE BUDGET ESTIMATES FOR 1887-88.

As required by Section 52 of the Port Trust Act, 1879, the Estimates of Income and Expenditure for the year 1887-88 are herewith submitted :—

CAPITAL ACCOUNT.

On Capital Accouut it is proposed to spend under the heads of—

I.	Prince's Dock ... ...Rs.		45,776
II.	Dock Extension Works ... ... ,,		32,73,000
III.	Ordinary New Works ... ... ,,		23,686
		Rs.	33,42,462

And to provide the funds thus—

I. *Prince's Dock*—
By appropriation from Sinking Fund ...Rs. 21,917
Do. from Depreciation Fund... ,, 23,859
——— Rs. 45,776

II. *Dock Extension*—
By Loan from Government... ... ... ,, 32,73,000

III. *New Works, Ordinary*—
By Receipts upon Capital Account... ...Rs. 20,400
,, Appropriation from Sinking Fund ... ,, 3,286
——— ,, 23,686

Rs. 33,42,462

2. The expenditure at Prince's Dock under the head of "Lighting

Entrance and Tide Gauge Tower," Rs. 15,292, is the balance of an estimate for Rs. 25,670 : it is proposed to complete the work during the year. The Links and Bucket backs, also the Boiler for "Teredo," together Rs. 23,859, have been recently sanctioned, and will be met from the "Depreciation Fund."

3. The expenditure on "Dock Extenstion Works" includes nearly the whole of the work that will remain unfinished on 31st March next under Messrs. Kirby and Co.'s Contract. The Blasting and Diving work in the Channels has, the Engineer reports, been delayed owing to accummulations of mud which the Dredging Plant at his disposal was insufficient to remove, having regard to the other work required of it ; but it is expected that this drawback to the rapid prosecution of the work will be removed during the ensuing year. The balance of the amount sanctioned for Hydraulic Machinery, which will remain unexpended on 31st March, has been included in the estimates, also the cost of erecting it and the cost of the Engine-house. It is expected by the Engineer that the sheds for the Dock, so far as these have been sanctioned by the Board, will be completed in 1887-88, and the necessary provision is made.

4. The items of expenditure under the head of "New Works, Ordinary," do not call for special remark.

5. The expenditure upon Engineering Staff has, in the case of all Capital Charges, been spread over the works that are to be carried out.

REVENUE ACCOUNT.

Receipts.

6. The total revenue from all sources is estimated at Rs. 41,01,700
and the expenditure at ... ... „ 39,43,400

leaving a surplus of ... ... „ 1,58,300

7. The reserve of Surplus Revenue at 31st March 1886 amounted to Rs. 12,96,944, and this sum will, it is expected, be somewhat increased at the end of the present year. With so large a balance, even with the uncertain future of the Dock Extension before them, the Trustees will probably deem it inexpedient to provide for further additions to the Reserve, and a considerable portion of the estimated surplus—say a lakh of rupees may, therefore—be used towards reduction of rates. It is, however, desirable that the Trustees should approve of this and of the estimates submitted before specific reductions are suggested.

8. Generally speaking, the estimates of revenue are based upon the actual receipts for year to 31st December 1886. But in the case of "Wharfage Fees, Bundar Properties," while these "actuals" are Rs. 7,34,042, the estimate is Rs. 6,77,050. The difference is accounted for by a reduction in rates having been made on 1st April 1886, so that the rates included in the "actuals" from January to March were higher than for the rest of the year, and, therefore, higher than they will be in 1887-88.

9. In "Ground Rents" the proposed increase is from Rs. 4,79,642 to

Rs. 5,10,190. At Apollo Reclamation, where there has been a growing demand for land for building purposes, the estimate is fixed at Rs. 12,400 against actual receipts in 1886, Rs. 8,987. At Mody Bay Estate, where building is also extending, the estimate is fixed at Rs. 83,600, against actual receipts for 1886, Rs. 87,190. But the Trustees have to hand over to Government on 1st April 1887 a portion of the "Imperial Mody Bay Estate," the revenue of which is about Rs. 6,500 per annum; and for this allowance has been made on the one hand, while on the other an increase of Rs. 3,000 from the remaining portions of the Estate has been allowed for. The Ground Rents from the Elphinstone Estate in 1886 amounted to Rs. 242,708. Provision is made for the further expected development of this property by estimating the Ground Rents at Rs. 2,70,000. The estimates under this head are also increased over "actuals" for 1886 by Rs. 2,500 at Mazagon Reclamation, and by Rs. 800 at Frere Reclamation, to allow for the natural growth of these properties.

10. Under the head of "Godown Rents," allowance is made for the recent enhancement of rates at the Ryan Market, to the extent of Rs. 23,000 per annum.

11. Toll on Troops at Sassoon Dock is put down at Rs. 40,000 against actual receipts for the past year amounting to Rs. 53,000, but the latter item includes some outstandings from the previous year.

12. The revenue from the "Dock Warehouses" is entered at Rs. 1,20,000 against Rs. 1,15,398 received in 1886. The steady increase in the business done at these Warehouses appears to justify the higher estimates. At the "Bonded Warehouse, Customs Bundar," the business has also increased, an additional Warehouse is being placed at the disposal of the Traffic Manager, and the revenue is taken at Rs. 33,750 against Rs. 31,902 received in 1886.

13. The other items of revenue from Bundar Properties do not call for remark.

14. At Prince's Dock the rates were, in many instances, reduced on 1st April 1886, and due allowance for this has been made in fixing the present estimates. It will be seen that, notwithstanding the reductions, the estimates of "Dock Dues on Goods" is put down at Rs. 14,66,000 against actual receipts, Rs. 14,29,513, although the latter included the higher rates from January to March 1886. But the Dock Superintendent explains that a large revenue, estimated at Rs. 75,000, may be expected from the Indian Midland Railway materials and plant to be landed at Bombay during the ensuing year, the Trustees having secured the Landing Contract.

15. The income from "Sidings and Miscellaneous Charges" is likewise increased from Rs. 20,961 to Rs. 24,500, because of the additional traffic which the Indian Midland Contract will throw upon the Sidings.

16. The only other item of Dock revenue in which there is a material departure from the previous year's actuals is "Dock Dues on Square-rigged Vessels." The amount of these is reduced from

Rs. 75,173 to Rs. 61,100, and this is accounted for by the rate having been reduced from 3 pies to 1½ pies per ton from 1st April 1886.

17. In the revenue of the Port Department, the only variation of importance from the "actuals" of the past year is in Port Dues. These were reduced from 1½ annas to 1 anna per ton from 1st April, and Rs. 1,20,900 is taken as the estimate against actual receipts for 1886 of Rs. 1,38,218.

18. Under the head of Interest and Miscellaneous, a considerable increase will be found for "Interest on Investments," Rs. 40,028 against Rs. 15,790. This is caused by the balances during the past year having been largely used for the Dock Extension Works. The loan which is being received from Government for these works will, it is expected, allow of the Investment Accounts being adjusted. The charge for "Engineering," under the head of "Miscellaneous Revenue," is a mere book-entry, made to meet the requirements of the rules adopted by Government with regard to Engineering expenditure.

19. The receipts under the head of "Pilotage, Transporting, and Pilots Attendance Fees" are expected to be Rs. 1,34,985 against Rs. 1,84,114 received last year: effect is given in the estimate to the proposed reduction of 25 per cent. in Pilotage Dues, and also to the considerable reductions proposed in Transporting Fees.

Expenditure.

20. The estimated expenditure under the head of General Charges is Rs. 2,32,800 against an estimate for the previous year of Rs. 1,96,000, and against an actual expenditure in year to 30th November 1886 of Rs. 2,03,038. But Rs. 27,332 of this increase is only apparent so far as "General Charges" are concerned: it arises from the charge for Engineering on account of New Works, which, as already explained, has, under the orders of Government, to be charged to Revenue in the first instance, and is afterwards transferred to its appropriate headings under "Capital Expenditure." Any increase in the cost of "Establishment" under this or the other sub-divisions of expenditure has had the special sanction of the Board, and does not, therefore, require remark.

21. BUNDAR PROPERTIES.—Under this head the charge for Engineering has increased from Rs. 14,426 to Rs. 22,260. This is not, however, from additions made to the Staff, but is caused by a change in the apportionment of the expenditure, rendered necessary by the altered proportion of work to be supervised under the different sub-divisions of the accounts. This remark will also explain the differences that may be noticed in the charge for Engineering made against other departments.

22. The sum of Rs. 31,465 is entered for "Improvements in Canals" at Frere Reclamation. The original estimate for this work was Rs. 87,175, of which only Rs. 5,340 remains unexpended. The Engineer explains that the excess is owing to unforeseen expenditure incurred in re-building portions of the walls, in removing the backing, and replacing it with better material where necessary; that rock has

had to be removed, and that walls which, it was expected, would be built "dry" with old material, have had to be built in mortar with fresh stone; further, that a portion of the harbour-pitching has to be completed, and part of the north jetty rebuilt owing to the mud having slipped. The explanation of the Engineer has been received too late to admit of its being considered by the Board within the time allowed for the submission of the estimates, and the amount is entered in anticipation of formal sanction.

23. At the Prince's Dock, while it is calculated that the Traffic will remain at last year's figure, a somewhat smaller provision has been made for "hamallage." The amount paid to the Contractors in the year to 30th November 1886 was Rs. 2,57,906. Fresh tenders for the work have been called for, and as it is probable that some saving will be effected, Rs. 2,50,000 is considered ample provision to be made in the Budget.

24. With regard to the item "Providing Tram-plate on Coping," Rs. 12,909, the Engineer explains that the 1,000 lineal feet laid in 1886 have proved of great service in diminishing the jarring and straining of the cargo-cranes in shifting, and that, as the remainder of the stone coping where passed over by the cargo-cranes is much worn, it is proposed to complete the rest of the Dock by putting down a further 4,045 lineal feet. As in the case of the Frere Canal improvements, this will be submitted separately for the sanction of the Board.

25. The estimated expenditure for "Dredging Prince's Dock and Channels" shows a heavy increase. The actual expenditure in the year to 30th November 1886 was Rs. 98,680; the estimated expenditure for 1886-87 is Rs. 1,50,300, while that for 1887-88 is Rs. 2,49,250. The additional Dredging Plant which has been ordered will be available during part of the year, and will, it is expected, enable the Dock and Channel of approach to be kept more free from silt than hitherto. There is also included under this head the cost, estimated at Rs. 56,000, of clearing that portion of the Channel between the Prince's Dock entrance and the Dock Extension entrance. This ground was once cleared at the cost of Capital in connection with the Prince's Dock: it has not been necessary to maintain it, but it is not considered allowable to charge the "re-clearing" to Capital.

26. Under the head of Rents, provision is made for the increased amount which becomes payable to the original owners of old Elphinstone Bundar from 1st September 1887.

27. It will be observed that the estimated expenditure of the Port Department exceeds the income, the former being Rs. 169,680 and the latter Rs. 1,55,060, but several heavy items—such as "Contribution to European General Hospital" Rs. 13,500, to "Harbour Police" Rs. 15,000, to "Establishment of Health Officer of the Port" Rs. 8,115—have of recent years been added to the expenditure, while at the same time the Port Dues have been reduced, and now stand at one anna per ton. In previous years the Port Department has contributed considerable sums to the General Fund for payment

of interest on Capital debt, and there appears to be no legal objection to the procees being now reversed.

28. The estimated expenditure upon "Repairs to Buoys," Rs. 2,500, is considerably in excess of last year's actual expenditure, but the Port Officer explains that three new buoys are required.

29. The charge for "Repairs to Beacons," Rs. 700, likewise shows an increase. With regard to this, the Engineer states that the beacon on Malet shelf is again broken and requires substantial repair, and that the temporary beacon off Carnac Bundar will require setting straight, as it has been fouled by some vessel.

30. Provision has been made for paving the remaining portion of the Lifeboat Shed at Pilot Bundar, Rs. 1,380 white ants having appeared and proved destructive to spars, &c. The separate sanction of the Trustees to this item, which has not yet been before them, will be sought for.

31. The Pilotage receipts at the reduced rates proposed to be introduced on 1st April, as already remarked, amount to Rs. 1,46,200, and the estimated expenditure, after providing Rs. 4,070 for Replacement of Schooners' Fund, balances the receipts.

32. Subject to these remarks the items in the Estimates seem to be self-explanatory.

G. MEREWETHER, Chairman.

Bombay, 10th February 1887.

SUPPLEMENTAL MEMORANDUM.

The Estimates were submitted to the Trustees at a Special Meeting held on the 22nd February: the following alterations were ordered to be made, and the Budget brought up for final consideration at next Meeting:—

REVENUE.—*Wharfage fees Bundar properties* to be increased by Rs. 9,000, *i.e.* from Rs. 18,36,840 to Rs. 18,45,840.

Prince's Dock-Dues on goods to be increased by Rs. 16,000, *i.e.* from Rs. 18,24,300 to Rs. 18,40,300.

Interest on Investments to be increased by Rs. 16,000, *i.e.* from Rs. 1,39,300 to Rs. 1,55,300.

EXPENDITURE, *Prince's Dock.*—Payments to Hamallage Contractors to be reduced by Rs. 30,000, *i. e.* from Rs. 2,50,000 to Rs. 2,20,000.

The result of the foregoing will be to increase the Revenue from Rs. 41,01,700 to Rs. 41,42,700; to decrease the expenditure from Rs. 39,43,400 to Rs. 39,13,400; and to increase the anticipated surplus from Rs. 1,58,300 to Rs. 2,29,300.

These changes have been given effect to in the annexed copy of the Estimates.

A Special Committee, consisting of the Hon'ble Mr. Forbes Adam,

Mr. J. Y. Lang, and Mr. Jairazbhoy Peerbhoy with the Chairman, was appointed to consider and report as to the reductions to be made in rates.

G. MEREWETHER, Chairman.

23rd February 1887.

SUPPLEMENTAL MEMORANDUM No. II.

At a Special Meeting of the Trustees held on 1st March, the Estimates for 1887-88 were brought up for final consideration and were sanctioned, subject to the following alterations :—

REVENUE.	Rs.
As fixed at previous Meeting	41,42,700

EXPENDITURE.		
General Charges increased from Rs. 2,32,800 to Rs.	2,37,240	
Bundar Properties increased from „ 4,71,960 to „	4,72,260	
Prince's Dock decreased from „ 9,56,800 to „	9,52,100	
Rents as before..... „	1,38,600	
Port Fund Account as before ..... „	1,69,680	
Interest as before..... „	16,97,360	
Sinking Fund as before..... „	1,00,000	
Rs.	37,67,240	
Pilotage Account..... „	1,46,200	
		39,13,440
Estimated Surplus...Rs.		2,29,260

These changes have been given effect to in the annexed copy of the Estimates.

On the recommendation of the Special Committee appointed at last Meeting, the following reductions in rates are, subject to the sanction of Government, proposed to be made, with effect from 1st April next :—

ITEM.	Present Rate.	Proposed Rate.	Reduction.	Estimated Quantity.	Amount.
					Rs.
Dock dues on square-rigged Vessels.....	1½ pies per ton per diem.	1 pie per ton per diem.	½ pie per ton per diem.	...	20,367
Dock Cranage for 1½ ton cranes	Rs. 7½ per day or per night.	Rs. 5 per day or per night.	Rs. 2½ per day or per night.	say	20,000
Do. do.	Rs. 3¾ per ½ day or per ½ night.	Rs. 2½ per ½ day or per ½ night.	Rs. 1¼ per ½ day or per ½ night.		
Piece Goods, Dock Import.....	5½ as. per bale.	4 as. per bale.	1½ as. per bale.	306,823 bales.	28,767
Do. do. Export.....	4½ as. ,,	3 as. ,,	1½ as. ,,	11,282 ,,	1,058
Do. Bundars	1½ as. ,,	1 anna ,,	½ anna ,,	141,750 ,,	4,426
Twist and Yarn, Dock Import.....	5½ as. ,,	4 as. ,,	1½ as. ,,	42,725 ,,	4,005
Do. do. Export.....	3¾ as. ,,	2¼ as. ,,	1½ as. ,,	144,911 ,,	13,585
Do. Bundars	1½ as. ,,	1 anna ,,	½ anna ,,	100,359 ,,	3,136
Grain, Bundars	¼ as. per ton.	3 as. per ton on export.	1 anna per ton.	198,309 tons.	12,394
Do. Dock	10 as. ,,	8 as. ,, ,,	2 as. ,,	420,733 ,,	52,591
Flour, Bundars	4 as. ,,	3 as. ,, ,,	1 anna ,,	say	2,500
Do. Dock	10 as. ,,	8 as. ,, ,,	2 as. ,,		
Oil Seeds, Bundars	6 as. ,,	5 as. ,, ,,	1 anna ,,	114,871 tons.	7,180
Do. Dock	12 as. ,,	11 as. ,, ,,	1 anna ,,	314,175 ,,	19,636
Sugar and Sugar Candy, Bundars	10 as. ,,	8 as. ,,	2 as. ,,	97,643 ,,	12,205
Do. do. Dock Imports ...	Re. 1 ,,	14 as. ,,	2 as. ,,	8,834 ,,	1,104
Do. do. do. Exports ...	Re. 1-6 ,,	Rs. 1¼ per ton.	2 as. ,,		
Machinery up to ¼ ton at Dock...	Rs. 1- 8 to	Rs. 1- 4 per ton			
,, over ¼ to 1½ ,, ,, ...	,, 2- 0 to	,, 1-10 ,, ...			
,, ,, 1½ to 5 ,, ,, ...	,, 2- 4 to	,, 1-14 ,, ...			
,, ,, 5 to 8 ,, ,, ...	,, 2-12 to	,, 2- 4 ,, ...		say	15,000
,, ,, 8 to 11 ,, ,, ...	,, 3-12 to	,, 4- 0 ,, ...			
,, ,, 11 to 15 ,, ,, ...	,, 7- 8 to	,, 5- 0 ,, ...			
,, ,, 15 to 100 ,, ,, ...	,, 7- 8	.....			
Machinery at Bundars—A reduction of 2 annas per ton all round.....					
				Rs...	2,17,954

As the Estimated Surplus is .....Rs. 2,29,260
And these reductions are estimated to amount to ... „ 2,17,954

There will remain a balance of ...Rs. 11,306

which the Trustees agree with the Special Committee in considering might be absorbed in reducing rates in any minor items of revenue which may hereafter be found to be proportionately too high.

G. MEREWETHER, Chairman.

2nd March 1887.

SUMMARY.

ESTIMATES of REVENUE and EXPENDITURE for the year ending 31st March 1888.

Actuals from 1st January to 31st December 1886.	REVENUE.	Estimates for year 1887-88.	TOTAL.
Rs.		Rs.	Rs.
18,24,719	Bundar Properties (including land).	18,45,840	
17,95,680	Prince's Dock	18,40,300	
1,69,552	Port Fund Account	1,55,060	
87,202	Interest and Miscellaneous.....	1,55,300	
38,77,153		39,96,500	
1,91,102	Pilotage Account	1,46,200	
40,68,255	Total Receipts...		41,42,700

Actuals from 1st December 1885 to 30th November 1886.	EXPENDITURE.		
2,03,038	General Charges.....	2,37,240	
4,76,991	Bundar Properties	4,72,260	
7,94,683	Prince's Dock	9,52,100	
1,35,606	Rents	1,38,600	
1,49,116	Port Fund Account	1,69,680	
16,18,858	Interest	16,97,360	
1,00,000	Sinking Fund	1,00,000	
34,78,292		37,67,240	
2,07,244	Pilotage Account	1,46,200	
36,85,536	Total Expenditure...		39,13,440
			2,29,260

BOMBAY, 25*th July*, 1887.

To JOHN MARSHALL, Esq., Chamber of Commerce.

DEAR SIR,—I beg to bring to your kind notice, that up to the present moment, the Port Trust fee for Cotton, Fly and Dropping bales was always 6 pies per bale; but now through some mistake, they charge 12 annas per ton, which comes to about 3 annas per bale. These heavy rates are quite unsuitable; so I should thank you to investigate the matter and write to the Traffic Manager of the Port Trust to refund me what is charged unusually more for a large number of bales. I applied to the Traffic Manager of the Port Trust, but have received no answer yet. I am a constant shipper and this error would put me to great inconvenience. An early reply would highly oblige.—Yours faithfully,

F. L. BATLIBOI.

BOMBAY CHAMBER OF COMMERCE, 8*th August*, 1887.

F. L. BATLIBOI, Esq.

DEAR SIR,—I have submitted to the Committee of the Chamber, your letter of 25th ultimo, and under their direction I have addressed the Port Trustees calling their attention to the apparently disproportionate rates levied on Cotton Waste as compared with Cotton. If you, however, had addressed the Secretary of the Port Trust instead of the Traffic Manager, the erroneous charge would probably have been rectified.—I remain, &c.

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, 8*th August*, 1887.

G. MANSON, Esq., Secretary, Bombay Port Trust.

DEAR SIR,—A shipper of Cotton Waste, Fly and Droppings has addressed the Chamber respecting what appears to be the disproportionate scale of charges levied by the Trust on these articles as compared with Raw Cotton, and my Committee direct me to bring the matter to your attention with a view to its consideration by the Port Trustees.

2. Originally, if the complainant's statement is correct, it appears the dues on Waste were charged at the same rate as Raw Cotton, annas 2 per bale in the dock and 6 pies per bale on the bunders, but latterly the bunder charge has been raised to annas 12 per ton, equivalent to

about annas 3 per bale. In the scale of bunder charges published by the Trustees, Cotton Waste, Fly and Droppings are not enumerated and in the dock rates they appear to be classed with wool, &c., evidently an oversight. The Committee of the Chamber suggest that Cotton Waste, Fly, and Droppings should, in future, be separately enumerated in both the dock and bunder scales of charges, and that they be assessed at the same rates as Raw Cotton, which they practically are. The articles constitute a large item of export and the figures will probably increase with the number of Mills opened in Bombay.—I remain, &c.,

JOHN MARSHALL, Secretary.

No. 357.

BOMBAY PORT TRUST, SECRETARY'S OFFICE,
ELPHINSTONE CIRCLE, BOMBAY, 23*rd August*, 1887.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In reply to your letter dated 8th instant, I am directed to inform you that before its receipt the Trustees had had drawn to their notice the inequality of the fees charged at the Bundars for Cotton Waste, and that the rate has been changed to that levied upon pressed Cotton. The same change is now being made in the Dock rate, where the difference however is much less.—I have, &c.,

F. G. DUMAYNE, Secretary.

APPENDIX JJ.

LOSS IN WEIGHT ON SHIPMENTS OF IRON TO BOMBAY.

LONDON, 10*th June*, 1887.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I beg to append copy of a letter received from members of this Chamber which was considered by the East India and China Trades' Section at its recent annual meeting when the discrepancies alluded to were confirmed by other members of the Section. I was, therefore, desired to submit the letter to your Chamber for such elucidation as you might be able to supply. It was understood that these discrepencies in certified weights occur in other branches of trade as well as in the iron trade.

I shall be glad of a reply on this question at your convenience and am

KENRIC B. MURRAY, Secretary.

Copy of letter referred to :—

As regular shippers of Iron to Bombay we are anxious to draw the attention of your Chamber to the discrepency which is constantly occurring between the certified home weights and the certified weights of "the Bombay Port Trust" involving often a difference of 2 per cent to 3 per cent, which apparently, it is impossible to account for.

We have no reason to doubt the invoice or home weights which are as a rule checked at port of shipment, but we are not so sure of the Bombay weights, which yet come home certified. Can you in any way help us to elucidate this matter through your East Indian Section, or by communicating with the Bombay Chamber.

BOMBAY CHAMBER OF COMMERCE, 16*th August*, 1887.

The SECRETARY, LONDON CHAMBER of COMMERCE.

DEAR SIR,—I have to acknowledge the receipt of your letter of 10th ultimo, calling attention to alleged short outturn in the weights of iron shipments to Bombay, and asking for the assistance of this Chamber in explaining how the deficiencies arise.

In reply, I am directed to inform you that after most

careful enquiries my Committee see no reason to doubt the correctness of the weighing on this side; and they can come to no other conclusion than that the discrepancies arise by mistakes made before or during shipment. This conclusion is strongly supported by the testimony of the trade being practically unanimous that deficiencies in weight as compared with invoices are almost entirely confined to certain descriptions of iron.—I am, &c.,

JOHN MARSHALL, Secretary.

APPENDIX KK.

PRICES OF FOOD GRAINS, &c., QUOTED IN THE *GOVERNMENT GAZETTE.*

BOMBAY CHAMBER OF COMMERCE, *22nd February*, 1887.

The SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—The Committee of the Chamber have recently had their attention called to the monthly Prices Current published by Government purporting to be the rates at which certain articles have been sold in the Bombay Presidency during the preceding month. On examination these prices seem to differ materially from ordinary market quotations, and I have been directed to bring the matter to your notice so that you may take such steps as you may deem expedient in the matter. In the *Government Gazette* of 13th January, for instance, the prices of three leading staples, Wheat, Wheat-flour and Linseed were quoted as follows in Bombay :—

	Government Gazette Rate. per maund. Rs. a. p.	Rs. a. p.		Market Rate. Rs. a. p.
Wheat	4 9 3 =	6 3 8	per cwt.	4 5 0 per cwt.
Flour 1st sort..	9 6 0 =	22 5 3	per bag of 196 lbs.	11 8 0 per bag of 100 lbs.
Flour 2nd sort.	6 4 0 =	14 14 2	"	10 0 0 "
Linseed	4 4 7 =	5 13 4	per cwt."	6 6 6 per cwt."

These discrepancies are not perhaps of great moment to merchants on the spot as they are in a position to obtain correct information for themselves, but they are a source of continual difficulty to people abroad, and only a short time ago the French Foreign office called in question the correctness of their Consuls' quotations for wheat (originally supplied by the Chamber) assuming that the rates appearing in the *Government Gazette* were bound to be reliable. Moreover, prices of food grains as published under Government authority are frequently used as a basis of argument in dealing with important questions of finance and the material progress of the country, and in such discussions it will be readily apparent that utterly false deductions may be drawn from unreliable data of the character above indicated.—I am, &c.,

JOHN MARSHALL, Secretary.

No. 1079 of 1887.

GENERAL DEPARTMENT,
BOMBAY CASTLE, *4th April*, 1887.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter dated 21st February 1887, bringing to notice certain inaccuracies in the prices of food grains published monthly in the *Bombay Government Gazette*, I am directed to forward herewith for the information of the Chamber a copy of the report of the Superintendent of Markets on the subject, and to state that His Excellency the Governor in Council will be glad to consider any remarks or suggestions the Chamber may offer with a view to improving the price lists.—I have, &c.,

No. 2190, dated 3rd March 1887.

J. DE C. ATKINS,
Under Secretary to Government.

REPORT No. 2190, DATED 3RD MARCH 1887, FROM THE SUPERINTENDENT OF MARKETS.

The rates furnished to Government by this office are purely and correctly Market and Bunder rates wholesale and retail collected daily from the 21st of one month to the 20th of the next month as per Government order the average is struck for the month and then converted into Bengal maunds. Where the Chamber of Commerce have got their rates from I don't know, they are certainly not Market or Bunder rates they appear to me to be either mill rates, up-country rates or their own rates for large shipments which rates I understand are fixed by the Committee of the Chamber of Commerce weekly to suit the supply and foreign markets hitherto. I have not taken mill prices as they only sell very large quantities at wholesale prices or by private contract, in two items there appears to me to be a very great difference, viz., Flour, 1st and 2nd sort which I conclude must be the average rate for large shipments for exportation. * * * * * * I forward herewith a schedule showing how the Market and Bunder rates are collected, how the averages are struck for the month and also how the averages are converted into the authorized weights and quantities as per Government Resolution.

True copies,

B. A. GUPTE, Acting Superintendent,
General Department, Secretariat.

BOMBAY CHAMBER OF COMMERCE, *25th April*, 1887.

The SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—I have the honor to acknowledge the receipt of your letter No. 1079 of 4th instant, forwarding, for the information of the Chamber, a report of the Superintendent of Markets showing the mode in which he has been in the

habit hitherto of assessing the prices of food grains for publication monthly in the *Government Gazette*, and annexing a statement of daily maximum and minimum rates for Wheat, Wheat-flour, and Linseed during the month 20th November to 20th December 1886.

It appears to my Committee that the system adopted of taking wholesale and retail rates and striking an average, is essentially erroneous in principle as the result is neither an average retail nor an average wholesale price.

This, however, would not account for the wide discrepancies between actual prices and the averages shown in the statement prepared by the Superintendent of Markets, as will be seen from the following comparison:—

	Superintendent quotes.	*Actual merchants Prices.*
Wheat, per cwt.....	Rs. 6 3 8	Rs. 4 4 6
Wheat-flour, 1st sort, per cwt.	„ 22 5 3	„ 6 14 0
Do. 2nd „ „ ...	„ 14 14 2	„ 5 12 0
Linseed, per cwt	„ 5 13 4	„ 6 5 6

The figures given as merchants' prices are what the Superintendent of markets would term wholesale quotations, and as such, should be lower than his averages; but while Wheat-flour is quoted by him at about three times the rate at which single bags could have been bought at from the mills or dealers, he puts Linseed at about 8 per cent. below the figures which merchants were paying for large export parcels at the time.

It is desirable, no doubt, that records of retail market prices of food grains should be kept, but to prevent such misconceptions as have already arisen, my Committee would respectfully suggest that they be compiled and published as retail prices pure and simple in a column to be headed "Bombay Retail Market Prices." A column might be added giving Bombay Wholesale Prices for the more important articles, the figures for which the Chamber would gladly undertake to supply.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 3228 of 1887.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 22*nd October*, 1887.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to paragraph 4 of your letter dated the 25th April last, I am directed to request that you will, with the permis-

sion of the Chamber of Commerce, be good enough to prepare and submit for the approval of Government a specimen form of the monthly return of Prices Current containing the additional columns suggested therein.—I have, &c.,

J. DE C. ATKINS,
Under Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, *7th November*, 1887.

The SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—In reply to your letter No. 3228 of the 22nd instant, the Committee of the Chamber direct me to say that they consider the best mode of giving monthly prices would be to append a separate table on the enclosed form, allowing the retail quotations to appear as at present. This would prevent misconception as to the character of the prices now given, and at the same time afford reliable information as to mercantile values of produce, &c., which people naturally look for in a publication issued under the authority of Government.—I have, &c.,

JOHN MARSHALL, Secretary.

Articles.	Price per.	—		
		Rs.	a.	p.
Cotton, Good Dhollera	Candy of 784lbs.			
Wheat, White Pessy	cwt.			
Do. Flour	Do.			
Linseed	Do.			
Rapeseed	Do.			
Gingelly Seed	Do.			
Poppy Seed	Do.			
Ground Nuts	Candy of 560lbs.			
Opium	Chest.			
Coals, Cardiff, landed in Bombay	Ton.			
Grey Shirtings, 7lbs	Piece.			
Twist, 40s Mule	lb.			
Copper, Braziers	cwt.			
Welsh Bar Iron	Candy of 746½lbs.			
Galvanized Sheet Iron	cwt.			
Kerosine	Case of 65lbs. net.			

JOHN MARSHALL, Secretary.

APPENDIX LL.

CHAMBER'S LIBRARY.

ADMINISTRATION REPORTS.

Abkari Department—1882-83.
Ajmere and Mhaiwara Districts—1873-74, 1874-75, 1876-77, 1877-78.
Bombay Customs—1861-62, 1881-82, 1882-83, 1883-84, 1884-85, 1885-86, 1886-87.
Bombay Presidency—1870-71, 1871-72, 1872-73, 1873-74, 1874-75, 1875-76, 1877-78, 1878-79, 1879-80, 1880-81, 1881-82, 1882-83, 1883-84, 1884-85, 1885-86, 1886-87.
Bombay Port Trust—1876, 1877, 1879, 1880, 1882, 1883, 1884, 1885, 1886.
Bombay Municipality—1872, 1873, 1874, 1875, 1876, 1877, 1878, 1879, 1880, 1881, 1882, 1883-84, 1884-85, 1885-86, 1886-87.
Bombay (Harbour and Pilotage Board)—1873.
Bengal Presidency—1864-65, 1871-72, 1873 74, 1874-75, 1875-76, 1876-77, 1878-79, 1879-80, 1880-81, 1881-82, 1882-83, 1883-84, 1884-85, 1885-86, 1886-87.
Do. Lower Provinces—1882-83 to 1886-87.
Baroda State—1878-79, 1879-80, 1880-81, 1881-82, 1882-83.
British India—1856-57, 1857-58, 1858 59, 1859-60.
Bangalore—1881-82.
Burmah—1874-75.
Central Provinces—1879-80, 1880-81, 1881-82, 1882-83, 1883-84, 1884 85, 1885-86, 1886-87.
Central India—1875-76, 1876-77, 1877-78, 1881-82.
Cotton Department—1867-68, 1868-69, 1869-70, 1870-71, 1871-72, 1872-73, 1873-74, 1874-75, 1875-76, 1876-77, 1877-78, 1878-79, 1879-80, 1880-81, 1881-82, 1882-83.
Jaintha Hills—1878-79.
Karachi Harbour Board—1881-82, 1885-86.
Do. Port Trust—1886-87.
Madras Presidency—1861-62, 1862-63, 1863-64, 1864-65, 1871-72, 1873-74, 1874-75, 1875-76, 1876-77, 1877-78, 1878-79, 1879 80, 1880-81, 1881-82, 1882-83, 1883-84, 1884-85, 1885-86, 1886-87.
Do. do. (Manual of Administration)—1885, Vols. 1 and 2, 1886.
Mysore—1877-78, 1878-79, 1879-80, 1880-81.
North-West Provinces and Oudh—1864 65, 1871-72, 1872-73, 1873-74, 1874-75, 1875-76, 1876-77, 1877-78, 1878-79, 1879-80, 1880-81, 1881-82, 1882-83, 1883-84, 1884-85, 1885-86.
Naga Hills—1878-79.
Persian Gulf and Muscat—1878-79, 1879-80, 1880-81, 1881-82, 1882-83, 1883-84, 1884-85, 1885-86, 1886-87.
Panjaub—1849-50, 1850-51, 1854-55, 1855-56, 1867-68, 1876-77, 1877-78, 1878-79, 1879-80, 1880-81, 1881-82, 1882-83, 1883-84, 1884-85, 1885-86, 1886-87.

Public Works Department—1867-68, 1868-69, 1869-70, 1870-71, 1871-72, 1872-73, 1873-74, 1874-75, 1875-76, 1876-77, 1877-78, 1878-79, 1879-80, 1880-81, 1881-82, 1883-84, 1884-85, 1885 86.
Railways in India—1859, 1860-61, 1863-64, 1864-65, 1865-66, 1868-69, 1870-71, 1873-74, 1878-79, 1879-80, 1880-81, 1881-82, 1882-83, 1883-84.
Do. do.—1884-85, Parts 1 and 2.
Do. do.—1885-86, Parts 1 and 2.
Do. do.—1886-87, Parts 1 and 2.
Rajpootana States—1875-76, 1876-77, 1877-78, 1879-80, 1880-81, 1881-82, 1882-83, 1883-84, 1884-85, 1885-86, 1886-87.
Salt Department—1866-67.
Telegraph Department—1879-80, 1880-81, 1881-82, 1882-83, 1883-84, 1884-85, 1885-86, 1886-87.

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Aden Chamber of Commerce—1887.
Association of Chambers of Commerce of the United Kingdom—1880, 1885.
Auckland Chamber of Commerce—1885-86.
Adelaide Chamber of Commerce—1885-86.
Bombay Chamber of Commerce—1838-40, 1840-46, 1846-53, 1853-54 to 1858-59, 1859-60, 1860-61, 1861-62, 1862-1863, 1863 64, 1864-65, 1865-66, 1866-67, 1867-68, 1868-69, 1869-70, 1870-71, 1871-72, 1872-73, 1873-74, 1874-75, 1875-76, 1876-77, 1877-78, 1878-79, 1879-80, 1880-81, 1881-82, 1882-83, 1883-84, 1884-85, 1886, 1887.
Bristol Chamber of Commerce—1871, 1873, 1879-80, 1883-84, 1885, 1886.
Bengal Chamber of Commerce—1870, 1871, 1879-80, 1881, 1882, 1883, 1884, 1885, 1886.
Canterbury Chamber of Commerce—1881.
Cochin China Chamber of Commerce—1886.
Capetown Chamber of Commerce—1883, 1884, 1886.
Ceylon Chamber of Commerce—1878, 1879, 1880, 1881, 1882, 1883, 1884.
Dunedin Chamber of Commerce—1883, 1884, 1885, 1886, 1887.
Durban Chamber of Commerce—1885, 1886.
Dunkerque Chamber of Commerce—1885.
Gibraltar Chamber of Commerce—
Glasgow Chamber of Commerce—1883, 1884, 1885, 1886.
Halifax Chamber of Commerce—1884.
Hongkong Chamber of Commerce—1879, 1881, 1882, 1884, 1886.
Hobart Chamber of Commerce—
Karachi Chamber of Commerce—1865-66, 1866-67, 1867-68, 1868-69, 1869-70, 1870-71, 1872-73, 1873-74, 1878-79, 1879-80, 1880-81, 1881-82, 1883-84, 1884-85, 1885-86. Tonnage Scale.
Liverpool Chamber of Commerce—1884, 1885, 1886.
Madras Chamber of Commerce—1855, 1856, 1879, 1880, 1881, 1882, 1883, 1884, 1885, 1886.

Manchester Chamber of Commerce—1879, 1882, 1883, 1884, 1885, 1886-87.
Melbourne Chamber of Commerce—1880, 1881, 1882, 1884, 1885, 1886, 1887
Natal Chamber of Commerce—1882.
Newcastle Chamber of Commerce—1886.
Paris Chamber of Commerce—1884.
Port Elizabeth Chamber of Commerce—1880, 1882, 1886, 1887.
Rotterdam Chamber of Commerce—1884, 1885, 1886.
Rouen Chamber of Commerce—1884, 1885, 1886.
Singapore Chamber of Commerce—1884 85, 1886.
South Australia Chamber of Commerce—1859, 1865, 1867, 1868, 1870, 1884.
Shanghai Chamber of Commerce—1869, 1879, 1883, 1884, 1885, 1886.
Salt Chamber of Commerce—1885, 1886.
Saigon Chamber of Commerce—1884.
Southampton Chamber of Commerce—1886, 1886-87.
Transvaal Chamber of Commerce—1880.
Wellington Chamber of Commerce—1882.
Yokohama Chamber of Commerce—1881, 1882, 1883, 1884, 1885, 1886.
Proceedings of the Congress of the Chambers of Commerce of the British Empire—1886.
Bombay Millowners' Association—1875, 1876, 1877, 1878, 1879, 1880, 1881, 1882, 1883, 1884-85, 1886.
Bombay Underwriters' Association—1873, 1874, 1875, 1876, 1877, 1878, 1879, 1880, 1881, 1882, 1883, 1884, 1885-86, 1886-87.

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Mr. J. Scott's Report to the Calcutta Exhibition Committee (1884).
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Exhibition of the Works of Industry of all Nations, 1851, Vols. 1 to 16

FACTORY LEGISLATION.

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Report and Proceedings of the Commission appointed to consider the working of Factories in the Bombay Presidency (1885).
Report of the Committee on the Bill to regulate the labor of Children in the Mills and Factories of the United Kingdom, with Minutes of Evidence (1832).
Hints on the administration of the Factory Acts. By A. Redgrave (1875).

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Government of India ..... 1834-51, 1852-58, 1859-61, 1862-65, 1866-67, 1868, 1869, 1870, 1871, 1872, 1873, 1874, 1875, 1876, 1877, 1878, 1879, 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887.
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Public General Statutes—1869, 1870, 1871, 1872, 1873, 1874, 1875, 1876, 1877, 1878, 1879, 1880, 1881, 1882, 1883, 1884, 1885 1886, 1887.
Proceedings of the Council of the Governor of Bombay—1862, 1863, 1865, 1866, 1867, 1868, 1869, 1870, 1871, 1872, 1874, 1875, 1876, 1877, 1878, 1879, 1880, 1881, 1882, 1883, 1884, 1885-1886.
Chitty's Law of Commerce and manufactures (1824).
Papers relating to the amendment of the Mercantile Marine Law of India (1874).

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Report on an Improvement to the Water Supply of Bombay from the Vehar Lake. By C. B. Braham, C.E. (1876).
Report on the Gold Mines of the Wynaad.
Papers relating to the Cultivation and Consumption of Opium in China (1879).
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Benecke on Insurance, 1824.
Hughes on Insurance, 1828.
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Report on the Land Revenue Settlement of the Wardah District (1867).
A Letter to Lord Lytton against the contemplated Repeal of the Duties on the Import of Foreign Cotton Goods into India. By S.S. Bengalee (1877).
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Report of the Fifth Annual Conference held at Antwerp, 1877.
Report on the production of Tobacco (1873).
Glossary of Indian Terms.
Report on the Deccan Riots Commission (1876).
Memorandum on Materials in India suitable for the Manufacture of Paper. By L. Liotard (1880).
Memorandum regarding the Introduction of Carolina Rice into India. By L. Liotard (1880).
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By-laws and Regulations enacted by the Trustees of the Clyde Navigation.
Report of Proceedings of a Conference held at Poona in 1865.
Quarantine: its Advantages and Disadvantages; by L. P. Gomes (1886).
Cholera: what can the State do to prevent it. By Cunningham (1884).
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Report of the Commissioners appointed to enquire into the working of the Cotton Frauds Act (1875).
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Note on Candles. By George Watt, (1888).
Note on the Wheat Crop of the Panjab, 1886-87. By E. B. Steedman
Report of the Department of Land Records and Agriculture, Rangoon (1887).
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The Indian Council, by W. Birkmyre (1885).
The Secretary of State for India in Council, by W. Birkmyre (1886).
Report on the Dyes and Tans of Bengal, by H. W. M'Cann (1883).
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Rules regarding the Bombay Veterinary College.
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Lloyd's List of Agents and Sub-Agents.
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Red Sea and Coast of Arabia, 1876, 1877, 1878, 1879, 1880, 1881, 1882.
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Report on the Kownaee Taluka, Nasik (1853).
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ELLISON & CO'S MONTHLY COTTON REPORT, LIVERPOOL.

Bombay.
Calcutta.
Kurrachee.
Tuticorin.
Madras.
Pondicherry.
Cocanada.
Colombo.
Yokohama.
Batavia.
Penang.
Hongkong.
Shanghai.
Singapore.
Saigon.
Java (Shipping list.)

APPENDIX MM.

EXHIBITIONS.

No. 1027 of 1887.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 29*th March*, 1887.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith for the information of the Chamber, copy of a letter from the General Superintendent, Imperial Jubilee Exhibition, Liverpool, dated 19th ultimo, from which it will be seen that it is proposed to hold an Imperial Jubilee Exhibition at Liverpool in May next. The pamphlet setting forth the objects aimed at by the Executive Council of the Exhibition referred to in the letter will be published in the *Bombay Government Gazette*.—I have, &c.,

J. DE C. ATKINS,
Under Secretary to Government.

EXHIBITION BUILDINGS, LIVERPOOL, 19*th February*, 1887.

The Right Honorable LORD REAY.

MY LORD,—I have the honour to enclose herewith a pamphlet setting forth the objects aimed at by the Executive Council of the Imperial Jubilee Exhibition, Liverpool, 1887. If you can in any way further these objects, especially in the way of Loan Collections, illustrating either the victories of Peace or War during Her Majesty's reign, you will confer a great favour upon the Council. The transport to and fro, and the insurance during the term of the Exhibition on all Loan Collections will be at the expense of the Executive Council and the greatest care will be taken to protect the Exhibits from injury whilst in the building.—I have, &c.,

G. GORDON HAKE, General Superintendent.

No. 1043 OF 1887.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 31*st March*, 1887.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to Government Resolution No. 1026 of the 29th instant, I have the honour to enquire if you would undertake to receive and forward to Liverpool any private contributions that may be forthcoming.—I have, &c.,

J. DE C. ATKINS,
Under Secretary to Government.

No. 1026.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 29*th March*, 1887.

Letter from the General Superintendent, Imperial Jubilee Exhibition, Liverpool, dated 19th February 1887:—

"I have the honour to enclose herewith a pamphlet setting forth the object aimed at by the Executive Council of the Imperial Jubilee Exhibition, Liverpool, 1887. If you can in any way further these objects, especially in the way of Loan Collections, illustrating either the victories of Peace or War during Her Majesty's Reign, you will confer a great favour upon the Council.

"The transport to and fro and the insurance during the term of the Exhibition on all Loan Collections will be at the expense of the Executive Council, and the greatest care will be taken to protect the exhibits from injury whilst in the building."

RESOLUTION.—The letter and its enclosure should be published in the *Bombay Government Gazette* for general information.

2. The Commissioners of Divisions, the Commissioner in Sind, and all Collectors should be requested to give due publicity to the fact that it is proposed to hold an Imperial Jubilee Exhibition at Liverpool in May next. The Principal, Sir Jamshedji Jijibhai School of Art, the Municipal Commissioner for the City of Bombay, the Chamber of Commerce, Bombay, and the Bombay Trades' Association should also be informed.

3. His Excellency in Council regrets to observe that there is no time left to enable this Government to forward any contributions on behalf of the State and the Secretary of the Imperial Jubilee Exhibition should be informed to that effect.

4. The Secretary of State will, however, be requested by telegram to lend, if possible, the whole of the collection contributed by this Government to the "Administration of India Court" at the Colonial and Indian Exhibition which supplies a representative set of the Literature having reference to this Presidency.

J. DE C. ATKNIS,
Under Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, 6*th April*, 1887.

The UNDER SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—I am directed to acknowledge the receipt of your letters Nos. 1027 of 29th and 1043 of 31st March, the former forwarding copy of a letter from the General Superintendent of the Imperial Jubilee Exhibition, Liver-

pool, and the latter giving cover to Government Resolution, No. 1026 on the same subject, and asking whether the Chamber would undertake to receive and forward to Liverpool any private contributions that may be forthcoming.

In reply, my Committee desire me to say that it is now too late to admit of any exhibits being prepared by the Chamber for this Exhibition, and as regards the receiving and forwarding of private contributions, they would suggest that a firm of forwarding agents, such as Messrs. King, King and Co., are, from their special organisation and facilities, in a better position to undertake business of this nature.—I have, &c.,

JOHN MARSHALL, Secretary.

CHAIRMEN AND SECRETARIES OF THE BOMBAY CHAMBER OF COMMERCE.

Chairmen.

J. Skinner 1836-37
M. T. Brownrigg 1837-38
H. G. Gordon 1838-39
J. Skinner 1839-40
T. R. Richmond 1840-41
C. B. Skinner 1841-42
S. D. Murray 1842-43
J. Wright ... ... } 1843-44
E. Lyon ... ... }
T. Cardwell 1844-45
J. Smith 1845-46
W. Graham 1846-47
John Parsons 1847-48
A. G. Latham... 1848-49
Robert Strong... 1849-50
W. S. Grey 1850-51
John Parsons 1851-52
A. H. Campbell 1852-53
H. B. Gilmour 1853-54
James Graham 1854-55
W. F. Hunter... 1855-56
A. T. Finny ... ... } 1856-57
H. B. Gilmour ... }
John Fleming... 1857-58
Robert Ryrie 1858-59
H. D. Cartwright ... } 1859-60
Henry Scott ... ... }
Andrew Grant .. ... }
George Hamilton ... } 1860-61
George Lord ... ... }
James N. Fleming ... } 1861-62
Michael H. Scott ... }
Robert Hannay ... } 1862-63
Alexander Brown ... }
Andrew Grant... 1863-64
A. C. Gumpert ... } 1864-65
Alexander Stewart... }
A. J. Hunter 1865-66
W. Christian ... ... }
A. J. Hunter ... ... } 1866-67
Alexander Brown ... }
J. Foggo 1867-68
Hamilton Maxwell... ...1868-69
H. E. Astley ... ... } 1869-70
D. Graham ... ... }
A. D. Grant 1870-71
W. G. Hall 1871-72
J. K. Bythell 1872-73
H. E. Bright ... ... } 1873-74
E. Lord ... ... }
D. Watson 1874-75
J. A. Forbes 1875-76
G. F. Henry ... ... } 1876-77
Donald Graham ... }
Walter Lang 1877-78
M. Moyat 1878-79
C. Macdonald... 1879-80
J. N. Graham... 1880-81
E. Comber ... ... } 1881-82
W. M. Macaulay ... }
James Thorburn 1882-83
F. Forbes Adam, 1883, 1884, 1885, 1886, 1887, 1888.

Secretaries.

R. X. Murphy... 1836-38
J. E. Brenan 1838
R. X Murphy 1838-41
T. J. A. Scott... 1841-46
John Connon 1846-57
John Mawson 1857-59
J. A. Crowe (Acting) ...1858-59
H. Brooke 1859-64
James Taylor 1864-73
John Gordon 1873 84
David Watson (Acting) ...1881-82

JOHN MARSHALL appointed 1885.

ANNUAL GENERAL MEETING.

THE Annual General Meeting of the members of the Bombay Chamber of Commerce was held on Wednesday, 25th January, 1888, to transact the following business :—

I.—To receive the report of the outgoing Committee.

II.—To confirm the nomination of the members of the new Committee made in accordance with Section 12 of Rule VII.

III.—To confirm the addition to the tonnage scale of the article "Fenugreek," in accordance with the ascertained measurement.

IV.—To alter the resolution passed by the Chamber on 31st October, 1876, regarding ship freight outwards from Bombay, payable in Bombay.

V.—To elect new members and to transact any other business which may be brought forward.

Present :

The Hon'ble F. FORBES ADAM, C.I.E., *Chairman, in the Chair.*

Mr. George Cotton,
" H. R. King,
" C. T. Meili,
" A. M. Gubbay,
" M. R. Wyer,
" G. Oliver,
" C. Worthington,
" W. F. Wagstaff,
" M. C. Turner,
" J. Janni,
" C. Macdonald,
" W. A. Bankier,
" S. D. Sassoon,
" L. Bergl,
" R. S. Campbell,
Mr. L. R. W. Forrest,
" A. Abercrombie,
" J. Black,
" A. Leslie,
" J. Fachiri,
" Vizbhookandas Atmaram,
" Sorabjee Framjee Patel,
" A. F. Beaufort,
" F. C. Macrae,
" D. H. Glade,
" H. W. Uloth,
" J. G. Russell,
" J. M. Ryrie,
and
" W. Greaves.

The following firms were balloted for and duly elected members of the Chamber :—

Messrs. Durst & Co. ; The Bombay Company, Ld. ; Mr. P. Leuthardt.

The Chairman, the Hon'ble F. Forbes Adam, C.I.E., in moving the adoption of the report, said: Gentlemen,—The report of the Committee for the past year, the adoption of which it falls to me now to move, does not contain so many subjects of interest and importance as the reports of some recent previous years; but it shows, I trust, that the ordinary work of the Chamber has been conducted in a manner to obtain your approval, and that nothing calling for the attention of your Committee has been lost sight of or neglected. It must be gratifying to members who took an interest in the work of the Finance Committee to have seen that several of the recommendations of the Chamber were weighed by Government during last year and given practical effect to. Several matters about which we have been anxious that Government should legislate are now under consideration, and it is to be hoped that the careful enquiries being made may not long remain infructuous. I refer especially to a Railway Receipts Act, a Length Stamps Act, the Bankruptcy Bill, and some suitable adaptation of the English Merchandise Marks Act. I was myself opposed to the introduction of a Bill such as this last into India till it had been proved that it was wanted, but the English Act, its blemishes and anomalies notwithstanding, has operated beneficially as regards piece-goods imported from England and to supplement its influence and to regulate Indian manufactures, and continental competition, it may be well that we get a similar Act in India with provisions carefully adjusted to surrounding conditions. It may be necessary for the incoming Committee to make fresh representations during the current year should our expectations of early progress be disappointed. So far I do not think anything has been lost by delay. There are many difficulties and perplexities surrounding each and all of these questions not visible on the surface, and that only come to light when preparatory to legislation they are subjected to minute examination and all their bearings and effects thought out and investigated. As regards Railway Extension, Karachi may be said to have held the field, and we sympathize with her in so far as to support her demand that some of the lines she counts indispensable may be constructed. But, as Lord Dufferin pointed out, the schemes before his Council are many and the means at his disposal limited, and though desirous of meeting all reasonable wishes, Government is bound to consult the general welfare and obtain sanction first for those lines that are most needed and are most conducive to the development of the country as a whole. No doubt, we all think that our special

pet project is the most urgent and should obtain attention before any other. And it is right and proper that we, in Bombay, should not cease to urge our claims constantly, and put them well to the front. But your Committee have felt that Bombay has had no grounds to complain of bad treatment. They have, therefore, not pressed their claims of late, although none the less determined that the Godra-Rutlam Extension shall not be forgotten, and that the importance of branch feeder lines to all main lines shall be kept permanently in view. In a few days the West Portuguese lines will be connected with the Southern Mahratta system, and in a year or two we shall have the Midland and Nagpore-Bengal lines open for traffic. I trust the G. I. P. authorities will prove equal to the occasion and prepare for the tremendous and unprecedented traffic that will converge on their lines should the wheat crops in the Central Indian districts be large synchronously with an active demand in Europe. We have before had reason to complain of insufficient carrying capacity over the G. I. P. lines. It will be disappointing if hereafter a want of rolling-stock should force us to complain again. Speaking of railways, I see that Private Enterprise *vs.* Government Construction has again been discussed, and it has been argued that private enterprise has been checked and retarded by Government offering guarantees and itself constructing many lines. There is unquestionably some truth in this view. But I hold the opinion now I have always held that if the making of railways in India had been left to any significant extent in the hands of private enterprise pure and simple, the development of the resources of the country would have been arrested for thirty years and more—surely too high a price to pay for a policy that only perhaps has made private enterprise a little less enterprising than it might have been, and that may have prevented it from asserting itself so soon as it might otherwise have done. That it will occupy one day the field, and slowly and gradually extend, I do not deny. Native chiefs are already pointing out the way, and the days may not be so far off—the first glimmering of their dawn is even now nigh at hand, when native capitalists will discover in railways a safe and lucrative permanent investment for their funds. But it would have been culpable folly to have allowed the resources of the country and all the mighty progressive changes and improvements that accompany railway construction to have remained lifeless and asleep till awakened and set in motion by the locomotives of private enterprise. I might

here fitly remark that railway receipts for six months past on this side of India have not flourished. I may briefly refer to the causes, although you are no strangers to them. You may remember that early in the year the speculation of two American rings propped up the price of wheat at a higher than its legitimate level. Well, our March-May crops were a failure in the Punjab and short in Guzerat, but the Central Provinces had an abundant supply. Immense exports were made from the Central Provinces, and the largest shipments on record from Bombay were registered in March to June. Then came the collapse of the American rings, followed by the harvest in Russia and other parts of Europe, and an average harvest in America, and the price of wheat fell in the consuming markets to a very low point. The consequences were, first, that Indian wheat was not wanted in August to December; and, second, the Central Provinces' surplus, having been exhausted there was little left on this side of India that could be tempted to market at the low prices offered from Europe. Linseed also was a short-crop last season. We had, therefore, a dull export trade, for on wheat and linseed we chiefly depend in the latter half of the year. I am glad to believe that prospects are fairly bright. The accounts of the growing wheat crop are not everywhere satisfactory, but in many places they promise a full average. Visible supplies in Europe and America are running down, prices have lately recovered fifteen per cent. We may indulge the hope that there will be a large business in March to June next before the European and American 1888 crops—be they large or small—are ripe and ready for consumption. With swelling trade will come improved railway returns. Before leaving railways, I may mention that I lately saw in the *Gazette of India* a notification regarding a proposed regulation of rates and fares that may possibly lead to legislation. This is a question that very closely concerns manufacturing and commercial people, and should Chambers of Commerce be consulted, as I trust they will, before anything is determined, we will have to go into the matter thoroughly. Gentlemen, not long ago we joined the Bengal Chamber in proposing to Government that the annual budget should be discussed in Council. It is obvious that this recommendation is really put forward for the true advantage of Government. Many objections to proposals for expenditure may occur to independent members that have escaped the advisers of the Viceroy. Many suggestions respecting taxation and revenue may be

educed that those in charge of the financial arrangements of the State may not have considered. These objections and suggestions finding voice and being sifted by the press and public opinion will be reduced to their true value, and may afterwards be of great use in leading to measures calculated to promote the general good of the country and the best interests of the tax-payer. To make the reform valuable and effective, it would be well if Government could widen the doors of the Council to admit representatives elected by bodies in the chief commercial ports of India, although there might be a practical difficulty in obtaining men who could leave their avocations even for a few months in each year. It is rumoured that a heavy deficit is looming in the distance, and seeing that railway and opium receipts are short and that there has been a loss in exchange, there is probably truth behind the reports in circulation, more especially as the frontier expenditure has not been light and Burmah has not yet begun to pay her way. The recent rise in the salt duty may be taken as a proof of the correctness of these rumours. Whatever may be urged against the increase in the duty—and much will be urged justly—it is undeniably well suited for the existing circumstances. It can be levied at once, it brings in a large sum to the Exchequer, its collection costs nothing extra and causes no friction, and evidence shows that in its incidence it cuts into the poor man's mite owing to the interposition and interference of many middlemen to a smaller extent than theoretically might be expected. However when all is said it remains no doubt a sad necessity. But (to return to my subject) in spite of the deficit, and while admitting the unavoidable precariousness of budget estimates on account of exchange uncertainties, I feel now as hitherto confident of the real soundness of the future of Indian finance if honest, not pretended, economy is practised in all departments, and all are managed on sound simple business principles. This Chamber has never halted in its appreciation of the measures for the safety of the Empire which will necessitate the annual payment of a large sum as an insurance premium, but which will at the same time give a death-blow to expensive Russian scares, and perhaps prevent the cost of a great war, or lessen incalculably the cost if war is forced on us. It may never be possible to demonstrate this. If war comes not, the prophets will declare, "We told you so; all those preparations and that extravagant outlay were needless and uncalled for." But others will remember that war might have come had our frontier been left unprotected and our harbours without adequate defence

But what we insist on is that the money spent will be spent carefully and on indispensable works alone, that full value will be obtained, that competent men only will be charged with the carrying out of the important works, and that men be chosen who realize their responsibilities and spend the public money entrusted to them as if it were their own. Gentlemen, the Silver Commission still pursues its laborious enquiries, and we hear that it may be a month or two yet before its report is issued. It is profitless to speculate as to its probable nature and leaning. One thing is certain. Although not likely to be a unanimous report, it will contain information of great interest and value. Meantime, we may congratulate ourselves on having had comparatively a steady exchange since April last. The fluctuations may be measured by 2 to 3 per cent., whereas during the corresponding ten months of the previous financial year they ran from 10 to 12 per cent. The Indian Council has manipulated the large sum it had to dispose of with dexterity and as much success as could be attained under trying circumstances. There is one point I would refer to in connecton with the question of currency. It has repeatedly been argued that gold is itself unequal to the task assigned to it, and till silver is linked to it in bi-metallic bonds and brought thus to its assistance and aid and silver's price consequently advanced no improvement in the value of commodities can occur. Well, the relations between silver and gold are unchanged, and silver is not higher than it was a year ago, but rather the reverse. While if we look at the fluctuations of several important commodities we find that coffee, cotton, sugar, tea, copper, tin and many others have advanced varyingly 10 to 80 per cent. It is beyond question that the rise in some cases has been due to speculation and may not be sustained. But speculation cannot account for the rise in many articles and not for the whole rise in any. I do not say there is much in this, it may prove only a passing phase due to special transient circumstances. But the facts are worthy of notice as indicating what has so often been stated that there are other influences more powerful than inadequate currency and the fall in silver governing the movements of prices. While on this topic I may allude to Lancashire's impression that she is being beaten by Bombay in the China markets on account of the fall in the rupee. If you examine figures you will find that before exchange tumbled below 1-10½ the spindles at work in Bombay had increased to eight and three-quarter lakhs in 1875 from

two and three-quarters in 1865. The trade with China steadily enlarged concurrently, and I am sure it would have done so whether the rupee had stuck at 1s. 11d. or dropped to the 1s. 5d. we have now. It is not from the low exchange that Bombay holds the China market for low count yarns, but because she grows the cotton that produces those yarns at her door, because she has cheap labour and because she is several thousands of miles nearer China by sea than Lancashire and her mills. As China is opened up, as she developes her internal resources by railway construction and the removal of all old fashioned barriers, impediments and restrictions to the free movement of trade within her territory, we will witness not only a further expansion in the off-take of Bombay manufactures, but also an increasing and extending demand for the manufactures of Lancashire. There is room for both, and what belongs to each is clearly defined, and will so continue, be the course of exchange what it may. You will notice that representations have been made to the Committee with a view to inducing them to take steps to get an Export Bill of Lading adopted by all shipowners and shippers. This has often been tried before without success, and the old difficulties still exist. We have, however, sent a copy of the proposed Bill of Lading through local agents to home owners asking them if they will agree to it, and if not, to point out what their objections are. In this way we will at any rate best ascertain their opinions, and reach a form that can be laid before shippers for their acceptance or refusal. I cannot say myself that I have much hope of practical results. Gentlemen, many of you must have been watching with keen interest the gradual completion of the magnificent new docks which will, if all goes well, be ready to be opened about the beginning of April. Is it premature to look forward to the day when we will see wheat cleaned up-country and brought down ready for shipment, taken in trucks alongside the dock's wharfs, and put at once into vessels ready to receive it? The next development that claims our attention is the addition of a dry dock in a suitable and convenient situation. The Port Trustees are now deliberating, and will, I venture to hope, before long see their way to provide this much wanted supplement to the trade facilities of the port. I am assured by many people connected with shipping that the number of vessels that would clean and paint in Bombay, if they could do so at moderate cost and without loss of time would soon

become very great, indeed. The trade in piece-goods during 1887 was much smaller than in the preceding year. Import returns give—

Plain Cottons	445	millions	against	530	in 1886.
Printed „	82	„	„	124	„
Coloured „	47	„	„	53	„

And this is reflected in the returns of stocks in Port Trust and private godowns, which were 62,000 packages on 31st December, 1886, against 34,700 packages on 31st December, 1887. We have been recovering from over-done markets, and should crops throughout the country result in a fair average, I have little doubt that starting from the present sound and healthy position we shall have a good and active trade in months to come, subject, of course, to the natural and unavoidable draw backs of an ever-growing, ever-restless competition. In conclusion, I have only to refer to the finances of the Chamber, which are in their usual satisfactory position. We have added to and elaborated the statistics and statements supplied to members for which there is an augmenting enquiry. We supply monthly particulars of the stock of piece-goods, yarns and metals in Port Trust and private godowns, and we have embraced in our weather telegraphic advices several new centres. In the report you will find particulars of the decisions of the Committee on references made to it during the year. I beg to move the adoption of the report, and to thank you for the patient hearing you have accorded to me.

Mr. Wyer, in seconding the Chairman's motion, said: Mr. Chairman and Gentlemen,—I have great pleasure in seconding the resolution proposed by our respected chairman, that the report and accounts, as circulated, be adopted. A perusal of the report shows that the retiring Committee have done good work during the past year, and I think the thanks of us all are due to the Chairman and his colleagues for their watchful care over the interests of the Chamber during that period. Gentlemen, I need not take up the time of this meeting by reviewing in detail the various questions that have engaged the attention of the retiring Committee, as they are already referred to at sufficient length in the report before you, and have been exhaustively dealt with by the Chairman in his long, most able, and eloquent speech, which, I am sure, we have all followed with the greatest interest. I should, however, like to say that, in my opinion—and I take it in the opinion of us all—the retiring Committee have exercised

a wise discretion in refraining from pressing upon Government their views as to railway extension, and I am sure that we all feel confident that the new Committee will not fail, when the proper time comes, to take the opportunity of keeping the railway requirements of this city well before Government. In the matter of the improvement in the cleaning of wheat, I trust the new Committee will not be disheartened by the apparent want of success that has attended the efforts of the retiring Committee towards this end; for, although these efforts have not so far been successful, I have myself little doubt that the time is not far distant when home buyers will see it to their interest to contract only for clean wheat, in which case they will get it fast enough. I cannot conclude without referring to the debt the Chamber owes to its representatives on the Port Trust for getting rates reduced, and not allowing too large a balance to accumulate, and I have no doubt the future of the trade of this port will justify fully what has been done. With these remarks, gentlemen, I beg to second the motion that the report and accounts before us be adopted.

Mr. Meili said it would be very well if, in future, the Indian budget could be discussed before it came into force; and he had no doubt that the agitation made by the public and the Chambers of Commerce would in course of time meet with success. The budget this year showed a great deficit, and the Government wanted to cover it by increasing the salt duty. The salt tax, as the Chairman had pointed out, was a very convenient one. He, however, considered that it would be a burden on the poor, and sheer necessity alone ought to force them to raise it again. He did not think that the sheer necessity was clear, because if they were to take a few items out of the budget, the deficit would not be so large as to necessitate the additional tax. It was a question whether the Indian ryots ought to pay for the expenditure incurred in Upper Burmah. It was true that the expenditure was created for the protection of the frontier. But a very large country had been annexed to the Indian Empire, and if India made a few loans on account of Upper Burmah, it would be a very good thing; because Upper Burmah must come to that point at which that country could easily pay out of its revenue the interest that would be necessary to pay on its national debt. He did not think that while the Indian budget showed a large deficit, this country should be saddled with the expenses of Upper Burmah. The point was of such magnitude that every public body in the whole of India ought

to discuss it, and that representations ought to be sent up to Government. If the loans were raised he believed that further taxation for India proper would be altogether unnecessary ;. and he, was sure that in a few years hence, the interest would be paid by Upper Burmah. (Applause.)

Mr. Forrest, speaking with reference to a loan being raised towards meeting the expenditure in Upper Burmah, said he hoped that if the Chamber had an opportunity of expressing its views on the subject it would do so. He did not believe the salt duty was so heavy as it was believed to be, while he was of opinion that it was much lighter on the ryot than was generally supposed. As the Government was in a "hole" at the present moment, he thought they were right in suddenly and without previous notice raising the salt tax, but he further believed that it should be supplemented by the raising of a loan, such as had been referred to. The Committee, he went on to observe, had not had much to do during the past year, but their duties would be considerably heavier in the ensuing twelve months. He hoped they would support the system of feeder lines. One company, had issued its prospectus, and the captial had been subscribed for eighteen months, or, at any rate, a year, but owing to obstruction in Government nothing had been done. He trusted that the matter would be pushed forward, as feeder lines would tend to increase the receipts of railways very materially. He was glad to hear the Chairman say an encouraging word in regard to Karachi, and he was sure they would be glad to hear that the people there had got their railway. It was only a question of "bullying" and "worrying" Government and if they did so, they would get, at any rate, a portion of their requirements supplied. Alluding to the new dock in Bombay, he hoped the Port Trustees would take up the question of lighting, and see that it was satisfactorily settled, and that they would also consider the advisability of placing iron railings round the basin of the dock. This was, he thought, the only dock which was not so protected. Looking at the satisfactory condition of the finances of the Chamber, he was of opinion that a reduction in the cost of some of the extra publications issued by it might be made to members.

Mr. George Cotton observed that, although the financial position of the Chamber was more satisfactory than that of last year, he very much regretted that the Chamber did not see their way to subscribe to the Victoria Technical Institute. If they had done so

they would have encouraged other bodies to follow their example, and they would also have shown a proper appreciation of the good services rendered by H. E. the Governor and their Chairman in promoting an institute which was calculated to do so much good to the country. If they had subscribed their mite they would have shown that there were merchants and mercantile firms in Bombay who were willing at all times to support anything which was brought forward, and which they thought was good for the country in which they traded. He trusted that the Chairman would give that subject his best consideration. Technical education had been of late occupying a great deal of attention at home, and was supported by various Chambers of Commerce, and it was, therefore, but due that the Bombay Chamber should also contribute. He wished to speak upon another point, which he felt would be treading upon delicate ground. He was very much afraid that he would not have the sympathy of a very large number of the members of the Chamber, when he said that in the present financial condition of India, the re-imposition of import duties on the finer classes of piece-goods was a necessity. He was in great hopes that their Chairman would in some way or other refer in his speech to the subject. He (Mr. Cotton) would not himself have referred to the subject if it was shown in any way that the import duty on finer counts was any protection to their local industries. He would not have done so because, in the first place, any such protection of the industries of one part of the Empire against the industries of another part would be most mischievous, unfair, and unjust, and as one largely interested in local industries he felt nothing was so injurious, so harmful, and so destructive to healthful industry than protection. The duties were removed under a mistaken idea on the part of the merchants of Lancashire that they were protective duties. He thought that when it was shown that their financial position was not in a satisfactory state, and that the duties were not protective, it was necessary for them to join with Madras in bringing forward that question for discussion. He might say that three-fourths of the yarn produced in Bombay was shipped to China, and sold in competition with England or with America, or with anybody else, who could go and sell their good there. This went to show that as far as local industries were concerned, import duties were not in any sense protective. He thought that Lancashire had been unnecessarily frightened in the matter. It was stated by the people there that the number of

spindles had largely increased in India. The number of spindles in India was only about two millions and a half, as against some eighty millions of spindles in the whole world. It was true that they had of late an increased number of spindles, but increased number was not so large as in England. As pointed out by their Chairman, they both had their own fields. Manchester had their field, not only in England and India, but also in China, for the finer class of goods. Bombay had also their field for coarser kinds of goods, which their cheap cotton and cheap labour helped them to produce at prices which England could never hope to compete with. It was really a matter for their consideration whether or not, under the circumstances, they should express their views as to the desirability of recommending the Government of India to re-impose the import duties, which were removed by them only a few years ago, on the ground that the finances of the country could easily bear such reduction in taxation. He repeated that it was a mistaken impression that they were protective duties, even at the time when the finances of the country admitted of their being removed. He did not expect many members to agree with the views that he had expressed; but still he thought it was a matter for discussion. He regretted that the Chairman did not enter into that question. With his usual tact the Chairman steered clear of what he considered was a controversial subject. His (Mr. Cotton's) object in speaking upon the subject was that he liked to learn from the members of the Chamber in what way these duties could be considered as protective duties. It was, he thought, only on that ground that Lancashire urged the removal of the duty, and that the Home Government brought pressure to bear for their removal. He (Mr. Cotton) asked why could not the duty be re-imposed now when they found that the country was in a position that demanded additional taxation and when it was admitted that the duties were not protecting the local industries of Bombay against the cotton trade of Lancashire? He did not think that the salt tax would fall heavily on the people of this country. The question was, whether that increase would be sufficient, and whether the Government would require more than the increased salt duty gave them.

The Chairman, in reply, said: I have listened with very great interest to the observations of those gentlemen who have addressed you. I was very glad, indeed, to hear Mr. Meili refer to the wisdom that Government would have shown had they raised a loan to pay

the expenses connected with the annexation of Upper Burmah, which was, a year or two ago, forced upon them by political exigencies. I daresay many gentlemen here will remember that I advocated the same thing when I addressed you a year ago, and I read that it was taken up by the President of the Bengal Chamber, who also approved of it and urged it on the attention of Government. I trust that what Mr. Meili has done to-day may be the means of getting this question again considered. In regard to Mr. Forrest, who has pressed upon the new Committee the necessity of giving attention to the subject of feeder lines, the lighting of Prince's Dock, and the reduction of the cost of the Chamber's circulars, I can only promise that each and all of those matters shall have our careful attention. If I mistake not, the Port Trust, of which I am a member, has already gone into the matter of improving the lighting of the Prince's Dock. My friend Mr. Cotton referred to technical education. Well, I did not allude to this, because I have thought it right always to bow and submit to the opinion of the majority of this Chamber, especially after I had expressed my own views, and so long as I have the honour to occupy the position of their Chairman. But, perhaps, Mr. Cotton thought that the tact which he attributed to me in steering clear of the question of the re-imposition of import duties had also actuated and influenced me in not referring to technical education. This, however, is not the case. I believe that technical education, if introduced fittingly and suitably into this country, may do a very great deal of good. We are over-run with clerks, and we now want to teach men to be mechanics and to find in industrial employment scope and room to obtain a livelihood. I do not think that we, as members of the Chamber, should seek to oppose technical education here on the ground that it may possibly clash with our own interests. We cannot stop it. It is a wave which, once started, must roll on, and I think as wise men our best plan is to do what we can to help it. In a large movement of this kind each in his own sphere should make the best of changing circumstances and prudentially and cordially adjust himself to his surroundings. Now I come to the last point of Mr. Cotton's speech—the re-imposition of import duties. I did not touch upon this, not on account of the possession of that great tact which Mr. Cotton kindly attributed to me, but simply because I felt that at present I could not say much worth hearing or of any practical good. There is no doubt that if you re-impose the import duties on the finer class of goods, it

does not in the very slightest degree constitute protection. But, on the other hand, in contradistinction to the salt tax you cannot impose them quickly, or without a great deal of delay and trouble, a great part of the receipts are lost in the cost of collection, there is considerable room for disputes and annoyance, and if once re-imposed it would be a most difficult thing to get the duties again removed. I believe the majority of members of the Chamber are free-traders. I, myself, am a staunch free-trader, and have a deep belief in the advantages of trade untrammelled and unfettered by any restrictions. But if I were persuaded that the future of Indian finance made it necessary that import duties on the finer classes of piece-goods was necessary as a permanent measure, I would accept the position and submit without murmuring. But I am far from thinking thus. As already said I have confidence in the future of Indian finance if strict economy is practised and I do not believe that additional taxation of this nature will prove to be permanently necessary. And whereas the salt tax can be raised to-day and reduced to-morrow, or as soon as more prosperous circumstances return, import duties can only be put on again with a struggle, and it will be a greater struggle to get them again taken off and abolished. It was for this reason that I did not refer to import duties or at present advocate their re-imposition. I have now the honour to move the adoption of the report, which has been seconded by Mr. Wyer. (Applause.)

The Chairman then put the resolution to the meeting, and it was adopted.

Mr. Macdonald proposed, Mr. Pallis seconded, and it was carried unanimously, "That the thanks of the Chamber be tendered to the outgoing Committee for their able conduct of the affairs of the Chamber during the past year."

Mr. Gubbay proposed, and Mr. Janni seconded, and it was carried, "That the following gentlemen be elected members of the Committee for the year 1888 :—Major W. S. S. Bisset, R.E., Mr. George Cotton, Mr. H. W. Uloth, Mr. A. Pallis, and Mr. James Tod."

It was proposed by the Chairman, and seconded by Mr. Meili, and carried, "That the article Fenugreek be entered in the Chamber's tonnage scale at 17 cwt. to the steamer ton."

It was proposed by the Chairman, and seconded by Mr. A. F. Beau-

fort, and resolved, "That the resolution passed by the Chamber on 31st October, 1876, regarding ship freight outwards from Bombay, payable in Bombay, be altered as follows :—"That freight outward from Bombay, stated in sterling, payable in Bombay (in the absence of any stipulation in the shipping order or charter-party to the contrary), shall be converted into Indian currency at the rate for bank bills on London payable on demand ; and that the rate ruling at the close of a mail shall be the rate applicable for bills of lading presented during the subsequent week ; on difference of freight 4½ per cent. as customary in the case of sailing ships and 2½ for steamers being allowed as discount to cover cost of insurance and interest until the due date of the freight."

The usual vote of thanks to the Chairman terminated the proceedings.

Bombay Port Trust.

Bye-laws for the Regulation and Management of the Wet Docks of the Bombay Port Trust, made under the provisions of Section 73 of Act VI. the "Bombay Port Trust Act" of 1879, and approved by the Government of Bombay under Section 74 of the same Act on the fourteenth day of April 1886.

1. Before a vessel is brought into the Dock Channel, the Master shall furnish to the Dock Master, and will verify the correctness thereof by his signature, the full information required on the printed form attached (Appendix A), which will be supplied on application, and ordinarily, *i.e.*, except with Mail Steamers, vessels belonging to regular lines, or under other special circumstances, no vessel shall enter the Dock Channel until a permit has been obtained from the Dock Master on the form given in Appendix B. The entire responsibility for any accident whatever, which may result from inaccurate or incorrect information having been furnished, will, in addition to the prescribed penalty, devolve upon the Master or Owners of the vessel furnishing it.

2. Masters of vessels shall obey all directions of the Dock Officers in relation to the rotation and manner of navigating the Dock Channels and of coming into or going out of Dock, and shall not offer any obstruction to the opening or shutting of gates; and no person shall open or shut, or attempt to open or shut, any Dock Gate, Sluice, or Valve, nor any Swing Bridge, without the authority of the Dock Officers.

3. No vessels shall attempt to navigate under sail within the Dock Channel or Entrances, but steam-power will be employed, and steam-vessels should have their engines in readiness and available for this purpose, supplemented by a Tug if required. In the event of efficient steam-power not being provided by the Master or Owners, or when necessary, the Dock Master is authorized to employ the Trustees' or other available Steam Tug for duties in connexion with vessels docking, undocking, or navigating the Channel, and the Master or Owners of the vessels will be charged at a fixed rate for the use thereof.

4. Vessels on entering the Dock Channel shall have a boat with four men in attendance for running out lines to the Pier Heads for hauling into Dock, and shall have in readiness, and supply for, use such (steel wire or other) hawsers as may be required, also guy lines, of at least 30 fathoms in length for each bow and quarter, and such other ropes, lines, and fenders, &c., as may be necessary to facilitate and to protect the vessel from injury whilst hauling into or out of Dock, and failing these being provided by the vessel the same may be supplied by the Dock Master, and a fee of Rs. 30 shall be paid by the Master or Owners for the use thereof. In the latter case, although endeavours will be made to provide efficient ropes, hawsers, &c., for this purpose, the Trustees or their Officers will not be responsible for accidents resulting in damage to the vessel from their proving defective or inefficient or from their breaking whilst in use.

5. Vessels shall have their lower yards peaked when hauling

into or out of the Docks, or when navigating the Dock Channels, or removing from one part of the Dock to another, or when lying therein; the spritsail yard or whiskers shall be fore and aft, and all other yards braced within the beam; the jib-boom is to be run in within three feet from the bowsprit cap; the flying jib-boom, studding sail booms, and irons (if any) are to be taken off; the main or mizen-boom and stern davits are to be rigged within the taffrail; the quarter davits and bumpkins rigged in within the beam of the vessel; and the flukes of the anchors are to be above water; and immediately after having been brought into Dock, the anchors shall be got in on the forecastle rail or deck, with the stocks placed in a vertical position close to the cat-head; or else, should any anchor be carried man-o-war fashion with the pea projecting outside the covering board, the anchor must be provided, as a safeguard against accidents, with a strong piece of wood fixed diagonally from where the stock of the anchor joins the shank to the outer pea, so as to prevent the fluke forming a hook, and any accident resulting from the want of this provision will be at the special risk of the Master or Owner of the vessel.

5*a*. All exhaust steam or water from winches or other machines on board vessels in the Docks must be led down the side of the ship to below coping by a hose or other effective appliance.

6. Masters or Owners shall employ and have in readiness a sufficient number of riggers, labourers, appliances, &c., on board and on shore for working vessels in, out of, and about the Channels, Entrances, and Docks; failing this being done, or whenever necessary, the Dock Officers may employ such number or quantity of either or all of them as may be necessary, at the risk and expense of the Master or Owners.

7. Masters or other persons in charge of vessels in the Harbour near the entrance to the Dock Channel, or in the fair way of the Channel, or near the Dock Entrances, shall remove the vessels when required to do so by the Dock Officers, and in the event of their failing to do so promptly the removal may be effected under the orders of the Dock Officers; the expense in the latter case shall, in addition to the prescribed penalty, be paid by such Masters of vessels.

WITH RESPECT TO THE MANAGEMENT OF THE DOCKS AND QUAYS.

8. Agents, Charterers or Masters of vessels shall send to the Dock Superintendent's Office separate written application for each vessel desiring to enter the Dock, stating vessel's name, and whether laden with coal, or other cargo, or in ballast.

9. Steamers bringing import general cargoes or State Railway stores desirous to discharge on the Dock wharf shall get preference over all other vessels waiting for berths, even without previous application, and shall be assigned earliest berths after arrival. Steamers belonging to regular liners may, under special agreement, have berths reserved for them called preferential berths.

9*a*. A vessel lying in Dock without cargo waiting for charter or cargo, and not working, must give up her berth if required to a working vessel.

9*b*. A vessel which may have remained in the Dock idle for five

days may be ordered out of Dock by the Superintendent should the space she occupies, whether next to the quay or not, be required.

9*c*. Should a vessel in three weather working days load less than 500 tons, she will be liable to have to give up her berth to a working vessel.

9*d*. Should a vessel in eight days load less than 2,000 tons, she will be liable to be ordered out of Dock.

9*e*. A preferential use of cranes will be given for discharge of import cargo.

9*f*. Trucks not removed beyond the Dock fence as soon as loaded will be liable to be removed by the Dock authorities at the risk and expense of the Owners of the goods.

10. A vessel having discharged imports shall have the right to remain in her berth to load, only if the spaces emptied by discharge are at once filled with exports. Any delay in doing this will cause a vessel to forfeit her right to remain in her unloading berth, and if thus moved she shall take her turn for a fresh berth with vessels that may enter the Dock only to load.

11. In the case of vessels arriving in ballast the Port Officer shall furnish the Dock Superintendent with a daily return of the arrival and hour of anchoring of such vessels, and the Pilot's return to the Port Officer on these points shall decide the order in which such vessels shall obtain berths in the Dock, provided that application for a berth has been made previous to or on arrival.

12. Steamers arriving coal-laden and intending to load in Dock shall be allowed to enter the Dock whenever they have discharged not less than 87½ per cent. of their cargo. They shall be allowed to discharge the remaining 12½ per cent. of their cargo in Dock overside into boats on payment of the usual charges. Masters shall furnish to the Dock Superintendent, through their agents, certificates of date and hour when 87½ per cent. of their cargo has been discharged, and the Dock Superintendent shall have the right to verify the correctness of the certificate by examination of boat notes, or otherwise, as he may think fit. Time of discharge of 87½ per cent. of her cargo shall decide the turn a vessel is to take, always provided that she has previously applied for a berth.

13. No berth shall be named or shed set aside for any vessel until she is reported ready to enter the Dock, when, if a berth is available, the Dock Superintendent will inform the Dock Master, who, in his turn, will intimate to the vessel the berth assigned, and will arrange for docking her.

14. No vessel shall be entitled to a berth until one has been specially allotted at the Dock Master's Office.

15. Stage or pontoon berths shall be used when practicable, and when the necessary quay space can be made available.

16. The "Ibis" wharf shall be considered a loading berth, and a vessel so berthed, shall haul off when packages weighing over 1½ tons require to be discharged there from any other vessel.

17. Vessels loading by stage, or by pontoon, or at the "Ibis" wharf,

shall get full quay side berth in turn when one becomes vacant in preference to other vessels that have not entered the Dock.

18. Whenever it is desirable to allow a vessel not entitled to a preferential berth to occupy such a berth until required by a vessel having a right to it, this may be done, the Dock Superintendent taking from the Captain, Agent or Charterer, who may apply for the berth, a written agreement to remove from the shed or quay of the berth previously occupied to that of the new berth such cargo as may have been brought down for the vessel more than one day before the transfer of the vessel from one berth to another, such removal being at the cost and risk of the Captain, Agent or Charterer, who applies for the berth. Should the removal not be effected at once, the Dock Superintendent shall have power to carry it out, recovering the cost from the Captain, Agent or Charterer, as the case may be. The Trustees shall remove free of charge to the new shed or quay such cargo as may have been brought for the vessel not more than one day before the transfer to the new berth.

19. All vessels while in Dock are in the charge of the Masters and Owners, and it is the duty of the Master, Officers, and Crew to transport their respective vessels with their own warps and appliances under their own responsibility to or from any part of the Dock, and to see that all gang-ways are securely placed, and that all hatches are covered and secured to guard the safety of life and property at sunset or when not in use, for which the ship's Officers are alone responsible.

19*a*. Between sunset and sunrise two lights in properly secured lanterns shall be exhibited at the gang-way of every vessel having a quay side berth in dock one light to be fixed at the ship end of the gang-way and one at the quay end of the said gang-way.

20. On a vessel entering the Dock, the berth to be occupied will be pointed out by the Dock authorities, and the vessel will be placed there by the Master and Crew, the assistance of a Harbour Master, Pilot, or Assistant Dock Master being afforded if requested. The same assistance will also, if requested, be given in the case of a vessel leaving the Dock.

21. No vessel shall be premitted to enter or leave the Dock or to be moved from one berth to another in Dock unless the master is on board and in actual command, the only exceptions to this being when the chief officer holds a master's certificate, or this not being so, in case of the death of the master, or when, owing to his serious illness, he is unable to perform his duties.

22. Masters and Owners of vessels shall obey the directions of, and shall offer no obstruction to, Dock Officers as to the mooring, unmooring, moving or removing any vessel from one part of the Dock to another part; or in regulating the position, loading, and discharging of such vessels, and the Quay space to be occupied by such vessels; and all expenses incurred by Dock Officers in carrying out this enactment shall, in addition to the prescribed penalty, be also paid by such Masters or Owners; but no vessel shall be removed from its berth without the consent of the Dock Master being obtained in writing as to the mode and time of removal.

23. The Dock Superintendent may himself or through the Dock Master or other Officer, direct any vessel to move from one berth in the Dock to another, provided that a vessel having a quay side berth

(unless occupying a preferential berth under the provisions of bye-law No. 19, or having only one hatch to load up), shall not be shifted to a stage or pontoon berth, and provided that the berth to which such vessel is about to be shifted is vacant. The Trustees shall remove free of charge to the new shed or quay (or in the case of a vessel occupying a stage or pontoon berth into boats alongside as they may decide) such cargo as may have been brought for the vessel before the transfer to the new berth. The Trustees will not be responsible for any necessary delay which may be caused to a vessel in effecting a transfer under this bye-law or under bye-law No. 19.

24. All vessels in Dock shall be kept so loaded or ballasted as to allow of their being safely removed in the event of fire or other emergency arising.

25. A fair proportion of Quay space, so far as available, shall be appropriated to each vessel, and in case of difference or dispute it shall be determined by the Dock Superintendent.

26. Vessels occupying Quay side berths shall give such facilities for loading and discharging cargo to and from vessels occupying outside berths as the Dock Superintendent may consider reasonable, and the Trustees will not be responsible for delay, demurrage, or otherwise, by reason of overside loading or discharge being impeded by vessels being over-lapped or double-banked.

27. No ballast, baskets, bottles, oakum, stones, or other loose material shall be laid upon any Quay or Pier within three yards from the margin of the Dock or Harbour; and no ballast, ashes, or other substance or rubbish shall be thrown or allowed to fall into the Dock Channels or Dock, or from any Pier or Quay.

WITH RESPECT TO THE LOADING AND UNLOADING OF CARGOES, AND THE TRANSPORT, DEPOSIT, AND STORAGE OF GOODS ON THE QUAYS, WHARFS, AND PREMISES OF THE DOCKS, AND REMOVAL THEREFROM.

28. No person shall, without authority, pump or throw into the water or deposit on the quays, in the sheds, or in any other part of the Dock enclosure, any ashes, bilge-water, cinders, dirt, dung, dust, rubbish, sewerage, refuse or shavings.

29. Masters of vessels loading or discharging ashes, ballast, bricks, cinders, coals, dust, lime, rubbish, shingle, stones, tiles, or any other loose matter or thing, shall use for such purpose a canvas cloth, or wooden shoot, to the satisfaction of the Dock Master. Ashes, cinders, dust, and rubbish must be landed on the Quay in such place as may be directed by the Dock Superintendent, and removed by carts. A single wharfage rate will be charged for the first day after landing, and if by that time the ashes, &c., shall not have been removed, they will become the property of the Trust, and the wharfage rate will not be charged. Coals, coke, and other loose materials must not be discharged into cotton or other low-sided boats, but into boats, with sides of sufficient height to prevent any of the cargo falling over board into the dock.

30. Vessels shall not be repaired in such manner as to allow any cotton or other loose material, or any chips, pieces of wood, or other like material to fall into any Dock, Basin, or Entrance, or without having a canvas shoot or other safeguard so secured from the side as to prevent such cotton, &c., from so falling.

31. No stages, planks, or poles provided by the Trustees for vessels loading or discharging shall be used without a written order from the Dock Superintendent; and when the discharging or loading is completed, they shall be replaced on the Quay as the Dock Superintendent may direct; and all loss or damage thereto shall be made good at the expense of parties using them. All stages, planks, or poles not provided by the Trustees after use in discharging or loading shall be removed within two working hours from the Dock Quays.

32. No vessel shall commence discharging her cargo in the Dock until after she has been moored at a berth appointed for her discharge.

33. The Trustees will not take charge of, or be responsible for, any goods discharged from any vessel when the same is not properly berthed according to the Trustees' rules.

34. Masters of vessels about to discharge at the Dock shall not break bulk until a true copy of the Manifest, or the Master's copies of the Bills of Lading have been deposited in the Dock Superintendent's Office. The copies of the Bills of Lading shall be returned after discharge of the inward cargo.

35. Masters of vessels shall not refuse or neglect to produce any book, voucher, or other document in connexion with the landing or shipping of cargo.

36. No cargo shall be discharged from a vessel except under the superintendence on board of such vessel of the Master of such vessel or of a licensed stevedore or muckadam. Such master, stevedore or muckadam shall see to, and be personally responsible for, the proper slinging of cargo on board of such vessel when discharging.

37. Masters of vessels and the stevedores or muckadams, who may be employed on such vessels, shall see and be severally personally responsible that single packages over 1½ tons in weight are not hoisted by the ordinary 30 cwts. Dock cranes.

38. No stevedores or muckadams shall be allowed to work cargo on board any vessel in the Dock unless they shall bear licenses issued under the authority of the Trustees permitting them to work in the Dock, and the Trustees may, at their pleasure, cancel or suspend for a time any such license. All requisitions on Dock officials regarding cargo or cranes must be made by the ship's officers.

39. No license shall be issued to any stevedore or muckadam who shall not undertake to employ, and every licensed stevedore and muckadam shall employ, at least two experienced foremen to superintend the discharging or loading of cargo at each hatchway at which discharging or loading is being carried on, viz., one foreman in the hold, who shall look after the coolies and supervise the slinging or unslinging, and the other foreman on deck, who shall see that the crane chain is not taken out of the square of the hatchway and that the hook does not catch the combings, and who shall also superintend the taking off and putting on the beams and hatches and shall see that the men keep out of danger on deck and do not stand under the hoist.

40. The Masters of vessels shall be responsible that proper lights are provided in those parts of the ships where work is going on in any way connected directly or indirectly with the use of the Trustees' cranes, wharves, docks, piers, or other property of the Trustees,

or when, owing to want of sufficient light, injury might result to life, limb or property from such work being in progress.

41. Stevedores and muckadams shall be severally personally responsible that no work in any way connected directly or indirectly with the use of the Trustees' cranes, wharves, docks, piers, or other property of the Trustees, be carried on by men employed by them unless proper and sufficient lights are provided.

42. No cargo shall be discharged from or loaded into any vessel except under the personal superintendence on shore of a contractor permitted by the Trustees to work cargo on shore, or of an experienced foreman employed by such contractor, or of a servant of the Trustees authorized to work cargo on shore. Such contractor shall be personally responsible for the proper slinging of cargo on shore.

43. No stevedore, muckadam, or contractor, or foreman of such stevedore, muckadam, or contractor, permitted as aforesaid to superintend the working of cargo, or servants of the Trustees authorized to work cargo on shore, shall allow any goods, whether in bags, bales, boxes, or otherwise, to be slung without himself seeing that the following precautions for safety are first adopted :—

(1) That the sling is first laid down flat without turns or kinks preparatory to receiving the goods.

(2) After the sling has been made up and with the first strain on heaving up that the running loop is well beaten home with a wooden bar so as to make the grip secure.

44. Packages of cargo shall be slung under the hatchway, and under no circumstances whatever shall cranes be employed in breaking out cargo or removing it from under the combings.

45. When discharging iron drainage pipes, or other goods which from their want of description or want of proper distinguishing marks there will be difficulty in delivering correctly to consignees, the Master of the vessel shall separate before landing, or in the course of landing, the various marks and consignments, failing which the Trustees will either refuse to receive the goods or will charge the cost of sorting.

46. Nitro-glycerine, Petroleum, Naphtha, Dynamite, Gunpowder, and other dangerous explosive substances will not be admitted into the Dock, and any vessel having such explosives on board must discharge them before entry into the Dock.

NOTE.—This bye-law does not apply to service ammunition, whether for small arms or artillery, embarked or disembarked with troops or to Bickford's safety slow burning fuze.

47. All vessels using the Prince's Dock, before entering and while in Dock, shall secure under lock and key in suitable cases or magazines in a safe place set apart for that purpose, all combustibles and explosives kept on board for signal purposes only, and no person shall have access thereto unless in the presence of an officer whose duty it shall be to see such place safely locked up again, the key being kept in charge of the commanding or other responsible officer.

48. No dangerous explosive substances will be permitted to be

brought on the Dock premises, and the Trustees may remove such goods at the risk and expense of the Owner.

NOTE.—This bye-law does not apply to service ammunition, whether for small arms or artillery, embarked or disembarked with troops.

49. Masters of vessels shall furnish special notice to the Shed Officers before attempting to land any other packages containing articles or goods liable to ignition or explosion, or which are otherwise dangerous.

50. Acids, Aquafortis, Oil of Vitriol, Lucifer Matches, Bickford's safety slow burning fuze, or other goods of a dangerous nature shall not be placed on any Quay unless distinctly marked as such outside the package, and even then not without obtaining the written permission of the Dock Officers, and in the event of such goods having been so placed by authority, they shall be removed from the Quays or vessels within two hours after notice from the Dock Officers, and if not so removed, the Dock Officers may remove them at the cost of the Owner; and such goods, if allowed to remain within the Dock premises, must be watched continuously by or at the expense of the Owners of such goods, or the Master of the vessel; and failing this being done, the Dock Officers may cause the same to be watched at the Owner's expense.

51. No timber shall be discharged into or loaded in the Docks without the consent of the Dock Master, and if so discharged or loaded by consent shall be removed or loaded within forty-eight hours afterwards; and any timber laid on any Quay or other place shall not be permitted to remain beyond the time allowed by the Dock Officers.

52. Goods landed at the Dock shall only be delivered on production of the Bills of Lading, accompanied by a delivery order from the Master or Agents of the vessel.

53. In all cases of informality in Bills of Lading from want of endorsement, &c., application must be made by letter showing the circumstances, and enclosing any documents which will show the title to the goods; in every such case the applicant must engage to indemnify the Trustees by bond or otherwise, as may be directed.

54. When Bills of Lading are produced which are at variance with the Manifest as to the original Consignee, delivery may be refused until the discrepancy is explained to the satisfaction of the Dock Superintendent.

55. Consignees applying for delivery of goods shall fill up a form in duplicate showing the quantities and weights or measurements, but not the Wharfage or Landing charges payable thereon. This form, accompanied by the Custom House Bill of Entry, shall be presented at the Dock Office, where the charges will be received and a receipt granted. The receipt, accompanied by the Bill of Lading and the Delivery Order from the Master or Agents of the vessel, shall then be handed to the Shed Officer, who will examine the documents, and on being satisfied that they are in order, and on being furnished with an acknowledgment for the goods, will grant delivery and authorize the Gatekeeper to pass the said goods.

56. No person shall remove from the Wharves or Sheds any

goods other than those covered by the Customs Pass and the Port Trust Wharfage Receipt.

57. No Delivery Order can be received until the manifest of the cargo duly certified by the Captain has been deposited in the Dock Office.

58. Permission to Consignees from the Collector of Customs to open packages shall be countersigned by the Dock Officers, and the opening of such packages without their condition being questioned shall be considered as delivery by the Trustees, and no claim for damage subsequently discovered will be admitted.

59. Packages, which have been opened for appraisement, or by order of the Collector of Customs, shall lie at the risk of the Owner, Consignee, or Agent.

60. Goods taken delivery of but not removed from the Dock enclosure shall lie at the risk of the Owner or Consignee.

61. The responsibility of the Trustees for the condition or safe keeping of goods imported into or exported from the Docks does not commence until such goods have been received charge of by the Dock Officers; and the Trustees will not be answerable or liable for deficiencies of merchandise produced, by natural or unavoidable causes, nor for any losses or deficiencies whatever unless ascertained and pointed out to the Dock Officers previous to the goods being removed from the Dock premises.

62. The Trustees will not be liable or responsible in any way for lost or damaged goods, *e.g.*, chafages, breakages, and short deliveries, of which notice has not been given within one month from the date of landing or shipping as the case may be.

63. Packages containing Bullion, Specie, Precious Stones, Gold Dust, Jewellery, or other property of considerable value, whether cargo or private property, must be delivered to the Consignees by the Master or Owners of vessels under their own responsibility, unless, under special circumstances, they may be desirous of placing the same in charge of the Dock Superintendent; in which case it must be separately noted in the Manifest or List of Cargo handed in, and specially handed over to the Dock Superintendent himself, and a distinct receipt obtained from him for them, and a special rate will be charged for the storage thereof. In like manner shippers of the articles enumerated in this bye-law must make their own arrangements to ship them.

64. In case delivery of goods is made over the vessel's side into boats, the Master must take such steps as he may think necessary to protect his Owners in respect to their freight.

65. Goods landed and placed in the custody of the Trustees will be detained for freight on due notice being given in writing by the Owner, Master, or person interested therein, but goods *delivered into craft or floated in the Dock to be removed elsewhere* cannot be detained. Goods under stop for freight will not be delivered, nor warrants granted, until the stop has been removed, or the amount claimed for freight deposited with the Trustees.

66. No stop for freight can be received after the goods have been transferred or a warrant granted.

67. The Trustees are not responsible for detention or delay of vessels, barges, lighters, or other craft coming in, remaining in, or going out of Dock, or for detention or delay in the discharge of vessels, or in the progress of barges to or from the Dock, or for dead freight delay in the shipment or discharge of goods owing to a glut of vessels or goods, or other circumstances beyond the control of the trustees, or for a stoppage in the delivery of goods from any of the like causes.

68. No person, unless duly permitted by the Dock Superintendent or Dock Master, shall take inside the Dock premises Carpenter's tools or other instruments used for opening cases, and no Cooper shall be allowed to work in the sheds without a license from the Dock Superintendent.

69. Goods for shipment will not be put on board until the Customs Export note, and the Shipping Order are produced. The Trustees' Receipt for Wharfage and Shipping charges must also be produced, but in order in prevent detention in loading, the Dock Superintendent may ship cargo before the Trustees' charges are paid, retaining Mates' Receipts as security for payment of such charges.

70. Goods shall not be laid on any Quay before the ship is ready to receive them, nor within four feet of any tramway, cartway, or footway at any time, nor under any shed, so as to prevent the free working of the gates.

71. Owners, Masters, Bargemen, and others are liable for damage done by their vessels, craft, or servants to works or property of the Trustees, and vessels may be detained until security has been given for the amount of damage done.

72. Every Barge or Cargo Boat remaining in the Dock more than 12 hours after having received or discharged her cargo, will be subjected to a charge as under for every day or part of a day while she shall so remain :—

	Rs.	a.
Cargo Boat or Barge up to 15 tons	0	8
Do. above 15 and up to 25 tons	0	12
Do. above 25 tons	1	0

73. The admission of carts and carriages within the Dock premises, and their control when on the premises, will rest with the Dock Officers.

74. All the Quays, Sheds, Gates, and the land within the Dock fence will be in charge of the Dock Superintendent who will manage all operations connected with the landing and shipping of goods, storage in the sheds and in the open, proper custody of all goods within the enclosure, exclusion of improper characters, and take whatever steps may be necessary for the proper maintenance of order on the premises.

75. The gates and wickets of the Dock premises will be kept open at hours fixed by the Trustees, and ingress and egress at unauthorized hours will only be allowed to persons holding passes signed by the Dock Superintendent or other officer authorized by him, or by the Dock Master.

76. Only the crews of vessels in Dock, and labourers or other persons in the service of the Trustees, or those who hold pass tickets or orders granted by the Dock Master or Dock Superintendent, shall be

employed in the loading or unloading of vessels, or in any other work or labour to be performed, whether on board vessels or lighters, or on shore within the Dock premises.

77. Articles shall not be drawn over the Dock Bridge except upon wheel carriages, and they shall not be allowed to trail or drag upon the Bridge. No vehicle shall be permitted on the Bridge which with its load exceeds ten tons in weight, or has more than a concentrated load of five tons on two wheels equally distributed.

78. Working hours at the Dock shall be from sunrise to sunset, except on holidays and Sundays. The sanctioned holidays recognized by the Trustees will be Christmas Day, New Year's Day, Good Friday, the Sovereign's Birthday, and any Fast or Thanksgiving days ordered by Government, or on any special occasions ordered by the Trustees. In computing the days for charging rents, Sundays and the holidays enumerated, as well (in the case of dutiable goods only) as any other days on which Imperial duty may not be received, will be omitted. The day on which goods are landed will be counted as one of the 'free days,' except when goods are landed after sunset, when the free days will not commence until the following morning.

79. Application to work at night, or on Sundays or on holidays, will be made to the Dock Superintendent who, on production of the necessary permission from the Customs Department, will order all the necessary arrangements for the proper conduct of business. Such work will be charged the extra rates fixed by the Trustees.

80. The Dock Master will not take any vessel out of Dock unless the Master produces a receipt showing Dock Dues to have been paid, and that no claims stand against the vessel.

81. No claim for refund of any rates or charges paid at the Dock will be admitted if not made within two months from date of claim accruing, nor will any refund be made of sums under Rs. 2.

WITH RESPECT TO THE PIERS, WHARFS, QUAYS, DOCK PREMISES AND CHANNELS, AND THE VESSELS AND OFFICERS AND CREWS THEREOF WHILST USING THEM.

82. The Crews of vessels in Dock will only be permitted to enter or leave the Dock after the hour of closing by means of a Pass, signed by the Commander or Officer in charge, and countersigned by the Dock Master or his Assistant.

83. Any anchor dropped in or near the Dock Channel or entrance of the Dock shall be buoyed, and in no case shall it be left there for longer than one tide.

84. Any person who shall cut, deface, or injure any mooring, rope, chain, or any buoy, buoy-rope, or cable belonging to any anchor within the Channels, Entrances, or Docks shall, in addition to the prescribed penalty, be required to pay the amount of damage, repair, and recovery.

85. All the ship's water-closets and latrines must be thoroughly cleansed and securely fastened up before the vessel enters the Dock, and no use whatever shall be made of them during the vessel's stay in Dock. Latrines and Urinals will be provided on the Dock premises, and Commodes will be supplied for the Masters of ships.

86. Whilst a vessel is in Dock, the Master or some other responsi-

ble officer must always be on board in charge, and must superintend and assist in carrying out all duties in connection with the vessel or its cargo.

87. Whilst in Dock every vessel shall have a ship-keeper on deck two hours before and one hour after high water, and such ship-keeper shall carefully attend to the moorings of the vessel and the sufficiency thereof, and cause them to be slackened or hove in from time to time as necessary on rise or fall of water; and failing to do so, the Master or Owner shall be responsible for all damage from neglect.

88. When berthed or moored in the Dock a ship's propeller shall not be worked for trial by the main engines without due notice being given to, and permission obtained in writing from, the Dock Master. Masters and Owners, in addition to the prescribed penalty, will be held responsible for any damage that may result from the workng of their ships' propellers either by hand or steam.

89. Projections from the deck of any vessel which interfere with another vessel loading or discharging shall be removed on requisition by the Dock Master.

90. The Master shall not permit the lines or ropes of any vessel in the Dock to be made fast to the Lamp Posts on the Wharfs or Quays, or to the Pillars of any shed, nor to any other place than the Samson posts, bollards, mooring posts, cleats, ringbolts, or other appliances specially provided for the purpose.

91. No Pitch, Resin, Tallow, or other inflammable materials shall on any account be melted on board-ship, or in boats, or on the Quays, except in such manner and in such places as shall be pointed out by the Dock Master, or the Dock Superintendent, nor shall any Pitch, Tar, Oil, Flax, Oakum, Straw, Shavings, or other inflammable or combustible article be allowed to remain on the deck of any vessel, nor in boats nor on the Quays.

92. All Boats, Barges, &c., within the Dock are at the risk of their Owners, who will be held responsible for any damage which may occur whilst navigating them, or by their getting adrift.

93. No fender that will not float shall be used over the side of any vessel. Sails shall be furled before sunset.

94. Bells are not to be struck to denote the hour on board ships in Dock.

95. No vicious or dangerous animals, and no loaded gun or other fire-arm, shall be kept on board any vessel in Dock.

96. Masters of vessels shall be answerable for the acts of their crew or persons employed about such vessels.

97. The Port Officer is empowered to order the immediate removal from the Dock of ships having on board animal manures or other offensive or dangerous cargoes, or persons with infectious diseases.

98. No person shall molest, assault, resist, hinder, obstruct, impede, or interrupt, or offer or attempt to molest, assault, resist, hinder, obstruct, impede, or interrupt any employé of the Trust in the execution

of his duty, or disobey his lawful orders, or use abusive or offensive language, or aid or incite others to do so.

WITH RESPECT TO FIRES AND LIGHTS.

99. Smoking and the use of any unprotected fire or light in any shed or warehouse within the Dock enclosure is strictly prohibited.

100. No person shall smoke tobacco or other substance, or ignite Lucifer Matches or other inflammable articles, on any Pier or Quay, or on board any vessel within the Dock, except in such places as may be allotted for the purpose.

101. Fires of coal, charcoal, or coke may be used in the cabins, deck-houses, forecastles, and cabooses of vessels in Dock between 5 o'clock A.M. and 9 o'clock P. M., subject to being prohibited (on any abuse) by the Port Officer.

102. Fires for donkey engines, steam winches, and portable forges are also permitted during working hours, and for ship's engines for a reasonable period (say 3 hours) before a ship leaves, and (say 2 hours) after a vessel is berthed in the Dock.

103. All lights, whether oil lamps or candles, used on board vessels in Dock, except as mentioned in bye-law 104, shall be in globes or secured lanterns.

104. Naked lights may be used only in the Engines and Boilers of vessels whilst under inspection and repair, or in duties connected therewith.

105. While any fire or light is lighted, at least one person on board is to be specially charged with the care thereof; and no fire or light is to be left or used in so rash, careless, or negligent a manner as to risk or endanger the safety of, or to ignite, any goods, property, or vessel in the Docks, or on the Dock premises.

106. All applications for special permission to use fires at any other than the prescribed hours, shall be made in writing to the Dock Master before 5 o'clock P.M., and shall specify the circumstances under which the request is made; if granted, the application, after having been endorsed by the Dock Master, is to be retained on board by the person charged with the care of the fire, and is to be exhibited by him to the Dock and Police officials whenever demanded, and is to be returned to the Dock Master, by 10 o'clock A.M., on the following day.

107. Vessels in Dock and all parts thereof shall be held or made free and accessible to the Dock and Police officials for their inspection in regard to fires and lights whenever they demand it, and no person shall disobey any order of any Police Officer or Watchman for extinguishing any fire or light used in contravention of these Bye-laws.

PENALTIES.

108. Any person convicted of having committed a breach of any of the foregoing Bye-laws, shall be liable to a penalty not exceeding (100) One Hundred Rupees. (*Section 75 of Act VI. of* 1879.)

(APPENDIX A.)

To

The DOCK MASTER
of the PRINCE'S DOCK,
Bombay.

Sir,

I have the honour to request that the undermentioned vessel, of which I am Master, may be received into Dock on the———or as soon as practicable.

Name of Ship or Steamer———
Do. of Owners———
Description of Cargo———
Gross Register Tonnage———
Net do. do. ———
Exact present draft of water to inches———
Deep load do. do. ———
Ballast do. do. ———
Extreme length of vessel over all, including Bowsprit if any———
Do. breadth do. do. do. ———
Has *not** Steam Appliances for Warping, &c.
Has *not** engaged a Steam Tug.
I hereby certify that the above information is correct.

BOMBAY HARBOUR, } *Master of the*
———188 . } S.S.———

* These negatives may be erased if necessary

(APPENDIX B.)

PRINCE'S DOCK OFFICE,

Permit subject to the Bye-laws of the Port Trust.

Bombay,———188 .

The S. ———will be received into Dock at about———M. on the ———188 , and should be brought into the Dock Channel under the directions of——— not later than———M., and will be placed alongside the——— Quay or Wharf at No.——— berth.

Dock Master

TO THE COMMANDER OF THE S.———

By order of the Trustees,
G. MANSON,
Secretary.

BOMBAY PORT TRUST.

RULES FOR THE TRANSPORT AND STORAGE OF MERCHANTS' GUNPOWDER AND OTHER EXPLOSIVES.

Rules made by His Excellency the Right Honourable the Governor of Bombay in Council under Act XII. of 1875.

(Notification No. 28 published for general information in *Government Gazette*, dated 24th June 1880.)

1. No vessel having gunpowder or other explosives in excess of 100 lbs. weight on board shall come nearer to the shipping or to the Town of Bombay than one mile eastward of the Middle Ground Battery until the excess quantity has been discharged and deposited in the Magazine at Siwri, or such other place as Government may direct, and no vessel shall take on board such excess quantity within the above local limit.

2. When receiving or delivering such gunpowder, ammunition, &c., the master of any vessel is to see that the platform in the vessel's hold, the gangways and combings of the hatchways are covered with tanned hides, or other suitable paddings, and that the barrels or boxes are carefully stowed, the hatches properly secured and locked, and that the key remains in his own possession.

3. A cushion (stuffed with white oakum) covered with leather is to be used for landing all such powder barrels or cases upon, whether in the hold of the vessel or on the wharf, when loading or discharging powder.

4. After the vessel has been discharged, the hides, hair cloths, &c., are to be removed, and the hold carefully cleaned out.

5. Every such vessel as last aforesaid when at anchor at night in the road-stead or in the track of shipping is to show a masthead light, and every such vessel when under weigh at night is to show side lights, according to the Admiralty Regulations.

6. Barges, lighters, and vessels carrying such gunpowder or other explosives shall not when at anchor lie closer to Bombay than one mile from the Middle Ground Battery nor within half a mile of any of the shipping.

7. When any vessel has such gunpowder, or other explosives on board, a red flag is to be hoisted at the masthead and kept flying until the cargo is discharged. The master and all the crew are to remain on board until the explosive stores are discharged, unless it be necessary to procure water or provisions, in which case notice is to be given to the control officer, but the vessel is not to be left without either the master or a petty officer on board.

8. Vessels, barges, and boats having or taking on board such gunpowder are to be kept scrupulously clean, and free from loose gunpowder.

9. In shipping or unshipping such ammunition or gunpowder,

tanned hides or wadmiltilts are to be laid over that portion of the vessel over which the cases or barrels pass.

10. All boats laden with such gunpowder or other explosives are to remain at anchor one mile eastward of the Middle Ground Battery, or, in bad weather, half a mile eastward of the shipping off Cross Island, until orders are received to land it.

11. Only deck-boats with closed-in hatches under lock and key (the latter to remain in the charge of the Police or other official superintending the discharge of the gunpowder or ammunition) are to be used for the conveyance of such gunpowder or other explosives, and they are to have the word "explosives" in white letters, a foot long, painted on a black ground on each side above the water line, and a red flag is to be kept hoisted during the time any such ammunition, gunpowder, or explosives is or are on board.

12. The consignee, agent, or other persons concerned shall give written notice (forty-eight hours before the expected arrival of any such gunpowder or other explosives) to the Port Officer and to the Superintendent, Water Police, and the latter shall depute a special officer to remain in charge of such gunpowder or other explosive until the same has been deposited in the Magazine.

13. The Port Officer is authorized on occasions when he may deem it expedient, to permit ammunition properly packed in cases, when such cases do not exceed 50 in number, to be shipped on board a vessel lying at the ordinary anchorage on the day or the day before such vessel is intended to sail. Shipment shall be effected under the same precautions and conditions as are prescribed in the rules for the shipment of explosives on board vessels lying to the east of the Middle Ground Battery. Ammunition permitted to be shipped under this rule must be taken in immediately on the boat going along side, and no cargo boat or other vessel having fire on board shall be permitted to lie on the same side of the vessel during the time of such shipment.

By order of His Excellency the Right
Honourable the Governor in Council,

M. W. WILLOUGHBY, Colonel,
Acting Secretary to Government.

Bye-Laws made by the Trustees of the Port of Bombay, under Section 73 of Bombay Act VI. of 1879, for the safe and convenient use of the Magazine at Siwri for the storage of Gunpowder and other Explosives.

1. The premises on which gunpowder is stored are to be watched by a special officer and guard by day and night.

2. The control officer in charge is occasionally to inspect the watchmen to see that they are on the alert and doing their duty.

3. The watchmen are not to permit any persons but such as are employed in the service of the department to enter the magazine or enclosures. All the outer gates are to be kept shut, and no labourer or other person is to be allowed to pass during the working hours without leave from the control officer in charge.

4. The watchmen are not to allow any smoking or fire near the

magazine, nor to suffer any person to come within the outer gates who has the least appearance of intoxication. They are immediately to secure any one guilty of any of these offences, and report the circumstances to the control officer in charge.

5. Any person in the employ of the department who may be detected smoking on any part of the gunpowder magazine, or bringing lucifer matches into the premises, will be immediately dismissed and prosecuted according to law.

6. The control officer in charge is not to absent himself for a night from the magazine without authority.

7. The control officer is to superintend all operations which are being carried on by the labourers and others under his orders, and to see that all the duties are properly conducted.

8. On no occasion are strangers to have access to the magazine without the attendance of the control officer, who shall take care that all persons entering have attended to the necessary precautions, and that they have no articles of a combustible nature in their possession.

9. The control officer is to keep a regular daily entry of all receipts and issues, and make the necessary alterations in the tally-boards attached to the bags in the magazine.

10. The several persons whose duty obliges them to go into the magazine shall invariably exchange their shoes for magazine slippers before they enter, or else enter without shoes. Care will be taken to provide a sufficient supply of either over-boots, goloshes or slippers of suitable sizes fitted with straps and brass buckles to fasten over the instep, so as to prevent sliding or shuffling along the floors or platforms.

11. When there is an outer wall to the magazine, the door in it, on any person entering, is to be shut before that of the magazine is opened; and the inner door of the magazine is to be shut before the outer one is opened on his going out.

12. The floors of the magazine, shifting room, and passages, when not of wood, are to be covered with tarpaulins prior to removal of powder. Wooden floors are to be carefully swept before every such removal, and floors other than wood are also to be well swept, and kept free from all gravel, sand, or grit, and previous to the removal of powder the rolling ways and stages are to be carefully watered.

II.—Precautions against Fire.

13. The watchmen are to be particularly attentive to the least appearance of a storm, and on hearing the first clap of thunder or seeing a flash of lightning, though the storm may be at a great distance, are immediately to give an alarm to the control officer, or magazine-keeper, as the case may be, who is immediately to cause all the magazine doors and windows to be shut, and to use every precaution necessary for the safety of the magazine.

14. When such alarm has been given, every person in the employ of the department, whether on or off duty, is immediately to repair to the office to render such services as may be required of him by the control officer in charge.

15. The same precautions are to be adopted in the event of any fire breaking out in the neighbourhood of the magazine.

16. The fire engines, engine hose, ladders, fire hooks, &c., are to be kept in perfect repair, and so lodged that they may at all times be ready and fit for use. The engines are to be worked twice a week to ensure that they are in working order and that the water-supply, is sufficient.

17. The person in charge of the magazine is to know perfectly the arrangement and whereabouts of each article, so as to be able to find it at once in the darkest night.

18. The control officer in charge shall take care that the cisterns are kept constantly full of water, for the security of the magazine, and that the several pumps and lightning conductors are kept in proper repair, and the wells full. He shall report to his immediate superior every week on the condition of the fire engine, water-supply and other appliances, and should any of these things become defective a requisition is immediately, to be made on the department for the repairs to be performed.

III.—Care and Storage of Gunpowder.

19. The control officer shall keep three separate Registers of Receipts and Issues as follows:—

A.—For gunpowder, &c., landed at the magazine for custody, pending importation and clearance through the Custom House on payment of duty.

B.—For gunpowder, &c., landed from vessels for temporary deposit, during their stay in harbour, to be taken on board again when they sail.

C.—For gunpowder, &c., on which customs duty has been paid, lodged for care pending removal at the convenience of the owners.

20. On the arrival of any powder for storage, if it be from a ship in harbour under class A or B, the control officer shall first check the packages by their marks and numbers with the boat notes, and countersign the latter in acknowledgment of receipt, or endorse upon them a note of any discrepancies he may observe for the information of the Customs Department.

21. He shall then enter it in the proper Register,—A, B, or C, as the case may be,—and furnish the depositor with a receipt in corresponding form.

22. In storing the powder he shall be careful to see that each lot is kept together according to its marks and numbers, and separate from other lots as far as practicable.

23. Powder, &c., coming under class A or B on which duty has not been paid, shall invariably be stored in a separate room to be set apart for its reception, and shall be held at the disposal of the Customs Department, pending production of a written permission to re-ship in the case of powder coming under class B, or of an import entry and no-demand certificate under the signature of the Collector of Customs in the case of powder coming under class A.

24. The no-demand certificate shall be endorsed upon the magazine receipt, and no powder shall be allowed to leave the magazine unless

the receipt has been produced and the control officer has satisfied himself that the certificate, if required, has been endorsed upon it.

25. On production of the import entry and no-demand certificate as above, for powder stored under class A, the powder shall be written off Register A, and, unless it is to be passed out at once, shall be entered in Register C, and removed and stored in the duty-paid powder-room.

26. No powder shall be passed out of the magazine without production of a transport license or other proper authorization from the Commissioner of Police.

27. Every barrel, box, or case shall be carefully examined, in order to discover whether it be perfectly closed, so that no powder can escape, and whether any of the hoops be fastened with iron nails, or there be any iron or anything objectionable on any part of the barrel, &c. Should any barrel, box, or case be discovered so circumstanced, it shall not be received into the magazine, but the powder shall be immediately shifted into another barrel or case, and a report made to the controller. These precautions must never be dispensed with, as fatal accidents have happened from their being neglected. A record of the examination will be made on every arrival of powder.

28. No barrel, box, or case shall on an any account be opened in the magazine, but, when required, shall be taken to the shifting room, which must always be kept ready for that purpose.

29. No barrels containing powder or ammunition are to be suffered to lie open in the magazine, and no powder is to be shifted from one bag to another, or otherwise, without a sufficient number of tanned hides or wadmiltilts being placed under the barrels, in order to keep the powder as much as possible from the floors; any loose powder is to be carefully swept up, and not suffered to remain. Care must also be taken that all powder barrels are properly and securely stacked in the several bags; and in case any of the heads of the barrels start, they are immediately to be removed, and the powder shifted into serviceable barrels.

30. In the event of the issue of a less quantity than a whole barrel, the package containing it is to be marked like the barrel from which it is taken. In the journal of issue, the marks, dates, &c., are to be noted as a matter of record.

31. In stacking barrels or cases of powder and ammunition, a space is to be left between them and the wall of the magazine, to allow of a free circulation of air and prevent injury from damp.

32. No stores whatever are to be placed in the same compartment of the magazine with powder in barrels. Ammunition for breech-loading small arms, especially which contains its own means of ignition, must not be stowed within the same masonry compartments of the magazine as gunpowder.

33. The control officer is accordingly to take the necessary steps for placing ammunition of this class in separate masonry compartments.

34. The powder which has been longest in store of every consignee is as a rule to be issued first, except by special order to the contrary.

35. Upon no account whatever are friction tubes, percussion fuzes, or fuzes of any kind that contain their own means of ignition within themselves, to be placed inside the magazine.

35*a*. The Trustees will not be answerable for any damage or loss

suffered by gunpowder or other explosives while in their magazine, if such damage or loss be the result of natural or unavoidable causes. Responsibility will only be admitted when the damage or loss has been in consequence of want of proper care or attention on the part of the Trustees.

IV.—COOPERAGE.

36. All tools, instruments, or other articles used in the magazine are to be made of wood, copper, or bronze, and nothing containing iron or liable to cause ignition is to be admitted.

37. The use of iron rivets to copper hoops of the description used for powder barrels, whether loose or otherwise, is forbidden in the magazine, even if those hoops should be intended to be applied in the first instance to barrels not containing powder, as they are liable to be afterwards transferred to such as may contain it.

38. In heading and unheading powder barrels, the persons employed are never to use the bare adze against the copper hoops, but are invariably to apply a wooden-handled metal setter.

39. Whenever it may be necessary to shift gunpowder from one barrel to another, the barrel intended to receive such powder shall first have all the marks except the tare on it carefully obliterated, and shall then be re-marked with precisely the same marks as the barrel from whence the powder is transferred with the exception of the tare marks.

40. Nails are on no account to be used to fasten on the hoops in re-heading powder barrels.

41. When large quantities are delivered, the control officer making the issue is to take care that the contractor by whom the packages are received provides proper conveyance for the same, that the carts or wagons are not overladen, and that they are properly secured.

42. Any person infringing the above bye-laws will be liable to a penalty, for each infringement, not exceeding one hundred rupees.

SCALE OF RATES FOR THE WHARFAGE, LANDING AND STORAGE OF GUNPOWDER AT THE TRUSTEES' MAGAZINE AT SIWRI.

	Wharfage.			Landing, storing, & delivering.*			Rent for 6 months or part of 6 months.		
	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.
Case or Barrel up to 25 lbs.	0	2	0	0	1	6	0	6	0
Do. above 25 lbs. and up to 50 lbs. ..	0	3	0	0	2	0	0	12	0
Do. above 50 lbs. and up to 100 lbs. ..	0	4	0	0	3	0	1	0	0
For every 25 lbs. additional	0	2	0	0	1	6	0	6	0
Percussion caps and loaded cartridges per cubic foot	0	2	0	0	1	6	0	6	0

* Does not include any charge for boat hire.

Charge for loading and unloading carts, 1 anna per cart.

The following rate in addition to the above rates will be levied when gunpowder or other explosives are removed from one part of Siwri Magazine to another at the request of the owner, *viz.* half of the landing, storing and delivering charges.

By order of the Trustees,

G. MANSON,
Secretary.

BOMBAY PORT TRUST.

PILOTAGE BYE-LAWS

Made by the Trustees of the Port of Bombay under Section 72 of the Bombay Port Trust Act, 1879, and published at page 242 of Part I. of Government Gazette for 1880 (Vide Notification No. 10, dated 28th February 1880.)

PREFATORY NOTES.

1. The direction and management of the Port; Pilotage and Docks under the control of the Trustees of the Port are vested in the Port Officer.

2. The Assistant shall be the Deputy to the Port Officer for the performance of all the duties appertaining to his office in regard to the Port and Pilotage Departments.

3. There shall also be one or more Dock Masters, who shall be under the control of the Port Officer, and his assistants and who shall have control over the Harbour Masters and Pilots.

4. Three Master Pilots shall be appointed to be also Harbour Masters, whose duties shall be to carry out the details of the duties belonging to the Port Officer and his Assistant, under the orders of those officers.

They shall be stationed as follows :—
One at the Port Office, which shall be styled No. 1 Station.
One at the Prince's Dock, to be styled No. 2 Station.
One in charge of the Pilot Schooner, to be styled No. 3, or the Outer Station.

BYE-LAWS MADE BY THE TRUSTEES OF THE PORT OF BOMBAY UNDER SECTION 72 OF THE BOMBAY PORT TRUST ACT, 1879.

REGARDING THE DUTIES OF MASTER PILOTS OR HARBOUR MASTERS.

1. *At No. 1 Station.*—He shall see that all vessels are properly berthed and moored in the Harbour, and transport such vessels as may be ordered. He shall have the care and inspection of the Light Ships, the Anchor Hoy, and all other vessels, boats and the buoys of the department, and perform the surveying and measuring duties. In the event of fire he shall attend at the spot thereof with all unemployed Pilots, who are to place themselves under his orders, to render assistance ; and, under the Port Officer, shall have charge of the general conservancy of the Harbour.

2. *At No. 2 Station.*—He will, under the orders of the Dock Master, have the control of the positions in which vessels are to be anchored off the Dock Channel and over the approaches to the Dock. He will conduct and direct vessels from the Harbour

through the channel to and from the Docks, and assist in Docking and Undocking vessels, and superintend placing them in their allotted berths. He will superintend all the arrangements, and also prepare and provide all warps, ropes, fenders, tugs, boats, and other appliances in readiness for Docking and Undocking vessels.

3. *At the Outer or No. 3 Station.*—He shall have charge of the Schooner and the control of the Tender Vessel and Pilots at the Outer Station; and be responsible and use his utmost endeavours to supply Pilots to in-bound, and to receive Pilots from out-bound, vessels. He will keep such complement of Pilots on board the Schooner as may be ordered from time to time, and arrange for the return to the harbour of others not required. He will remain on his station for such periods as may be ordered, leaving it (unless under exceptional circumstances) only when relieved by another Harbour Master in the Fair Season, or during the S. W. Monsoon when relieved by another vessel.

4. Each Harbour Master will keep a Journal or Diary of his daily employment, which shall be submitted for the inspection of the Port Officer on each occasion of the Harbour Master taking up the duties at No. 1 Station, or whenever called for.

5. The Harbour Masters shall undertake the duties at each of the Stations in rotation for such periods as may from time to time be ordered by the Port Officer.

REGARDING PILOT VESSELS.

6. The Trustees shall provide and maintain such Schooners and other vessels, for conveying Pilots to and from inward and outward bound vessels, as they may from time to time consider to be necessary.

7. Such crews as the Trustees consider to be necessary for the working of the Pilot vessels shall be provided by, and at the expense of the Trustees.

8. The Pilot Schooner, which shall be painted a black colour outside, except a ribbon or band 2 inches wide, close above the covering board, and the number in large figures on each bow, which shall be painted white, shall cruise between the Outer Floating Light Ship bearing S. E. 2 miles and the Island of Kundaree bearing S. E. 5 miles, and the position between these bearings shall be known as the Outer Station.

9. A Log or Journal, supervised and countersigned daily by the Harbour Master in charge, shall be kept on Board each Pilot Schooner when working; the following entries are to be carefully made therein every four hours when at the Outer Station, and shall be verified by the signature of each Pilot at the end of his watch, viz:—

The state of the Weather.

The direction and force of the Wind and Currents.

The readings of the Barometer and Thermometer.

The bearings and estimated distance of the Outer Light Ship.

The depth of water the Schooner is in, and whether she is under weigh or at anchor.

The time of sighting a vessel and the bearing; when and where the Pilot was placed on board.

The time and position when a Pilot leaves an out-bound vessel, and when received on board.

The time of receiving on board Pilots from the Inner Station, or

the despatch of excess Pilots to the shore, and all signals to shipping or signal station.

This Log shall be forwarded to the Port Officer for inspection immediately after each cruise in the S. W. Monsoon, and at such intervals during the Fair Season as may be ordered.

10. When the Schooner at the Outer Station shall fail to supply an inward-bound vessel with a Pilot outside the limits of the Port, and such inward-bound vessel shall be supplied from the shore or elsewhere before reaching the Sunk Rock Inner Light, then the Pilots shall only receive (for division into shares) one-half of the sum they would have been entitled to had such vessel been piloted in from beyond Port limits.

11. When an inward-bound vessel shall not be supplied with a Pilot until inside the Sunk Rock Light, only one-third of the money they would have been entitled to had the vessel been boarded outside Port Limits shall be given to the Pilots.

12. Should the Schooner be within moderate distance of inward-bound vessel and offer a Pilot, then the Pilots shall receive the same share as they would have received had a Pilot been put on board in that position.

REGARDING THE PILOTAGE OF STEAMERS UNDER 1,000 TONS REGISTER, THE MASTERS OF WHICH HAVE A PILOT'S LICENSE FOR THE OUTER HARBOUR, *i.e.*, OUTSIDE THE SUNK ROCK LIGHT.

12A.—A steamer of the above description arriving within signal distance during the day will hoist at her fore a blue flag, and a Pilot will be immediately ordered to board her abreast of the Sunk Rock Light. The Pilot will take her to her berth or elsewhere in the harbour as may be required. A steamer arriving at night will hoist two lights at the fore 6 feet apart (red uppermost and white below), when notice will be sent from the Signal Station, Colaba, to Bankshall, for a Pilot, who will board her near the Sunk Rock Light and will take her to her berth or elsewhere in the harbour as may be required. Application for a Pilot for steamers of the above description proceeding to sea from the harbour will be received at the Port Office, when the Pilot first in turn will be ordered to take her as far as the Sunk Rock Light, and will there make over charge to the Master and return to shore.

12B. On the Pilot leaving the vessel outward-bound at the Sunk Rock Light, the steamer should hoist a blue flag at the fore in the day time and two lights, one above the other at the fore, at night as a signal to Pilot Schooner that no Pilot is on board.

12C.—The Master of such a steamer is bound to produce his Pilot's License when demanded. He must hoist his national flag and number on entering the Port and his national flag on leaving.

REGARDING THE PILOT SERVICE.

13. The Pilot Service shall consist of 15 Licensed Pilots, viz:—

5 First Grade Pilots.
5 Second do. do.
5 Third do. do.

14. All Pilots shall hold licenses to perform the duties of a Pilot

for the Port of Bombay for the grade they may be serving in, which shall be issued under the signature and seal and be revocable at the order of the Trustees of the Port.

15. The fee for a Pilot license on first appointment shall be Rs. 15, and for the renewal thereof in case of loss, or promotion to a higher, shall be Rs. 5.

16. No license shall be renewed, nor another issued to any Pilot until after the former one has been returned and cancelled, or its loss has been satisfactorily explained.

17. Promotion to the various grades will generally be given by seniority, but the Trustees reserve to themselves the right of passing over any Pilot.

18. During the absence from any cause for more than one month of one or more Pilots on the permanent list, the Trustees may appoint a like number of Probationers who shall have passed the examination prescribed by bye-law 22 to be Acting Pilots. So long as such Probationers shall remain Acting Pilots, they shall receive the pay of the class of the Pilots in which they may be acting, and shall otherwise be amenable to the rules laid down for observance by Pilots.

REGARDING PROBATIONERS FOR THE PILOT SERVICE.

19. Such number of Probationers, not exceeding four, may be entertained as may from time to time be considered necessary.

20. To be eligible for admission to the Pilot Service, Candidates must be British subjects, and at least 21 years of age. They must hold certificates of good conduct, character and ability, and must undergo an examination by, and produce a certificate from the Medical Officer appointed by the Trustees that they are physically fit, and are of a sufficiently hardy or strong constitution to perform a Pilot's duty, and that they, to all appearance, enjoy good health. They must also produce certificates of having passed an examination in distinguishing primary colors.

21. The Port Officer shall have the appointment of Probationers, subject to the approval of the Trustees.

22. Any Probationer may, with the sanction of the Port Officer, go before the Examining Committee, and if he passes he will be eligible for appointment as a Third Grade Pilot when a vacancy occurs.

23. A Probationer not passing the required examination to qualify for performing a Pilot's duties within 6 months after the date of his appointment, shall be liable to be struck off the list.

REGARDING THE EXAMINATION BOARD.

24. The Examiners of Pilots shall be—

The Port Officer or his Assistant or a Dock Master.
One Harbour Master.
One First or Second Grade Pilot.
Lloyd's Marine Surveyor (who shall receive a fee of One Gold Mohur for each Pilot examined).

GENERAL RULES FOR THE GUIDANCE OF PILOTS.

25. As all the various duties connected with the Department cannot be completely detailed in these Regulations, it is hereby directed that every verbal order or instruction given by the Port Officer and the Officers of his Department (including the Dock Masters), be

promptly attended to and carried into effect by the Pilots, who will be careful to conform to and to make themselves acquainted with all Circulars and Orders issued from time to time for guidance in connection with their duties.

26. No Pilot shall absent himself from his station or from his duty without permission, except in case of sickness which shall be reported without delay, accompanied by a certificate from a qualified Medical Officer approved by the Trustees.

27. An officer will be appointed by the Trustees to afford medical aid to Harbour Masters, Pilots, and Probationers, free of charge.

28. When Pilots are on board the Schooners they shall be under the authority of the Harbour Master in charge, and they must pay strict attention to any lawful order he may give, whether as to taking their turn at working the Schooner, at which they must assist, or as to boarding vessels.

29. Pilots returning from the performance of any duty will, if between the hours of 10 A.M. and 5 P.M., report themselves personally to the Assistant Port Officer, and enter their names and the time of landing in a Book kept for that purpose; all unemployed Pilots will attend at the Office from 10 to 11 A.M. and from 4 to 5 P.M. daily for any orders.

30. Pilots shall conduct themselves on all occasions in an orderly and civil manner; when in charge of vessels they should meet the wishes of Commanders when the safety of the vessel is not involved thereby, or will not lead to inconvenience, nor to the infringement of orders received from the Department.

31. When on duty Pilots shall wear a uniform dress, consisting of a round double-breasted white or blue cloth or serge coat, to button, if required close up to the throat, by two rows of Bombay Port Trust pattern buttons, of four in each row; with blue cloth or serge or white trousers. If a cap be worn, it shall be of the round crown Navy pattern, with drooping peak, surrounded by a mohair band and the Bombay Port Trust badge in front.

32. Pilots should invariably appear respectably and neatly dressed.

33. Each Pilot shall provide himself, have with him, and produce when necessary or demanded, an efficient Watch and pair of Binoculars; also his License, a Tide Table, the Port, Pilotage and the Wet Dock Regulations.

34. It is the duty of Pilots to take Steamers to sea from clear berths, or to bring them into Harbour on ordinary nights when the lights are visible, and reasonably distant objects discernible; but they shall on no account run unnecessary risks by venturing within the leading marks, or keeping vessels underweigh when the lights cannot be seen, and whilst underweigh the lead shall be kept going, and the soundings be carefully observed. And all signals made at Signal Stations on shore, at Light Vessels, and on board the Pilot Schooners are to be observed and attended to.

35. Immediately after any vessel may have caused or sustained damage, touched the ground, or got on shore while in their charge, pilots

shall furnish a clear and explicit report of the same to the Port Officer; such report should state the cause, in the Pilot's opinion, of such accident, damage or grounding; time of occurrence thereof, bearings of known objects; means used to get the vessel afloat, or clear; state of wind, weather and tide; length of time the vessel lay on the ground or in collision, and nature of the ground; such report should be submitted to the Commander or Officer in charge for his remarks and countersignature, or his refusal to do so should be noted thereon by the Pilot; unless prevented by circumstances the Pilot will present the report personally, and he shall not, after an accident has occurred and damage been caused or sustained, take the vessel to sea (Mail Steamers excepted) until ordered to do so by the Port Officer.

36. It will be the duty of Pilots to see that the Arrival or Departure Report is duly and correctly filled up before he leaves a vessel, and that it is forwarded without delay. An Arrival Report containing intelligence of exceptional importance, and the Arrival Reports of Mail Steamers or vessels with passengers of considerable official or of high rank, or vessels with dangerous cargo on board, should be forwarded direct to the Port Officer; in all other cases the report should be left at the Office.

37. Departure Reports are on no account to be detained on board the Schooner at the Outer Station (where they are immediately on arrival to be handed to the Harbour Master in charge), but are to be sent in to the Office by the first opportunity.

38. In cases of fire or other accidents afloat, the Pilots off duty shall immediately attend at the Port Office to receive orders.

39. Whenever any of the Harbour, Shoal or Mooring Buoys are missing, injured, or out of their proper places; or if any vessel is placed improperly as to her draught of water, or too near the moorings of other vessels or shoals; or if it comes to the knowledge of any pilot that any of the Port Rules are being or have been infringed; or in the event of any circumstance out of the ordinary course, or any casualty occurring on board vessels whilst they may be in Pilotage charge, or have a Pilot on board, the same should be reported to the Port Officer without delay.

40. When passing any vessel of War, it is the Pilot's duty to request the Master to dip the colours; and on the approach of any Man-of-War or other Government Boat to board to 'heave the vessel to,' or to cause the speed thereof to be sufficiently checked (when it can be done with safety) to enable the boat to get alongside without loss of time.

41. Pilots are forbidden to receive any gratification from Masters of vessels or others with whom they are brought in contact in the execution of their duty; any gratuity given to a Pilot will, if brought to the notice of the Trustees of the Port, lead to his instant dismissal.

42. Pilots shall not hold any interest in steam tugs, nor shall they be allowed to keep a Tavern or Lodging House, or in any way retail Wines or Spirits.

43. No Pilot shall claim salvage without the consent of the Trustees.

Regarding Anchoring and Mooring.

44. The practice of making a running moor must never be resorted to when it can possibly be avoided.

45. All vessels shall be moored, as a general rule, South-South-West

and North-North-East ; between the 15th of September and the 15th of May there shall be 45 fathoms of cable to the hawse each way ; between the 15th of May and the 15th of September there shall be 60 fathoms of cable on the flood or South-West anchor, and 45 fathoms on the ebb or North-East anchor, to the hawse ; and all vessels shall be berthed in a sufficient depth of water to enable them to load to their deepest draught without touching the ground, and in a position where they will swing clear of all other vessels, fixed moorings, shoals, and buoys.

46. Vessels which are intended and are ready on arrival to be placed in Wet Dock, but which cannot enter the Dock until the next flood-tide, will be placed at single anchor off the Dock channel, or as near thereto as their draught of water will admit ; and will, if necessary, after receipt of an order from an Officer of the Department, be left by the Pilot in charge of the Commander ; but in no other case shall a Pilot quit an in-bound vessel after once taking charge until after it has been received into Dock or is properly berthed in the harbour.

47. Vessels intended to be placed in Wet Dock, but which on arrival are of heavier draught than the depth of water at the Dock Entrance will admit, or from other circumstances may not be able to enter the Dock within 24 hours, shall be moored or placed at single anchor in the harbour as may be ordered.

48. Vessels arriving with or taking in Gunpowder shall be anchored not nearer than one mile South-East from the Middle Ground Battery, or in stormy unsettled weather not nearer than one mile from the Easternmost shipping and Cross Island, not bearing to the Westward or North-West.

49. Vessels arriving with or taking in Dynamite, Nitro-glycerine, or other explosives shall, in the absence of special orders, be anchored not nearer than one-and-a-half miles South-Eastward of the Sunk Rock Light.

50. Vessels remaining below the Middle Ground over 24 hours shall be moored, unless the Commander signifies in writing his readiness to take charge of the vessel at single anchor.

REGARDING UNMOORING AND TRANSPORTING.

51. The transporting duties will, when practicable, be performed by the Harbour Masters, but any excess will be conducted by the Pilots in rotation for duty.

52. In unmooring vessels it will be the duty of the Pilot to see and personally assure himself that one anchor is clear for being let go ; that the cable is ranged, bitted, and clear for running, and on a 'non-self-fleeting windlass,' that the chain is fleeted close over when the anchor is 'short a peak' (so as to bring it well up clear of the ground) before weighing the last anchor.

53. On no account shall any vessel be moved to another part of the harbour without there being a sufficient number of seamen on board (European or Native) to perform any duty which may be required, and no vessel should be moved underweigh unless the Master thereof is on board. In the event of the Master leaving the actual command of the vessel before the operation of moving is complete, the pilot should anchor the vessel in the safe position most easily reached, and wait for the return of the Master to his command before going on with the moving. In this case an additional fee will be charged for pilotage at the rate of Rs. 20 for any time under 12 hours, and Rs. 20

for every 12 hours, or part thereof in excess of 12 hours, that the Master is absent from, and the Pilot is in attendance upon, the vessel.

REGARDING OUTWARD PILOTAGE.

54. On taking charge of an outward-bound vessel the Pilot should not get the vessel under weigh unless the Master is on board in actual command. In the event of the Master leaving the actual command of the vessel before reaching such a position that the Pilot's services would be no longer necessary, the Pilot should anchor the vessel in the safe position most easily reached and wait for the return of the Master to his command before proceeding to sea. In this case an additional fee will be charged for pilotage at the rate of Rs. 20 for any time under 12 hours, and Rs. 20 for every 12 hours, or part thereof in excess of 12 hours, that the Master is absent from, and the Pilot is in attendance upon, the vessel. The Pilot will see that the vessel's National Ensign is kept hoisted between sunrise and sunset, or until the vessel is beyond the harbour limits. He shall see that the lead line is correctly marked, and that the steering gear is in good order; he shall also ascertain the draught of water and freeboard, the time, bearing and estimated distance of the Outer Light Vessel on his leaving the vessel, and shall enter the same in Departure Report.

55. In working out of the harbour during the South-West Monsoon, or whenever the vessel has a head wind, the Pilot must be careful not to leave the vessel in his charge until she is well clear of all danger, and every endeavour should be made to leave outward-bound vessels when within the limits of the Outer Station.

56. Unless under circumstances of unavoidable necessity, no Pilot shall without his consent be taken to sea beyond the limits of the Port or of the Outer Station in any vessel whatever; and every Pilot so taken under circumstances of unavoidable necessity, or without his consent, is entitled, over and above his share of the Pilotage fees, to receive from the ship as follows:—

If a 1st Grade Pilot, Rs. 12 per diem.
If a 2nd Grade „ „ 10 „
If a 3rd Grade „ „ 8 „

in addition to board and lodging, to be computed from and inclusive of the day on which the ship passes the limits of the Port up to and inclusive of the day of his being returned in the said ship to within the limits of the Port, or up to and inclusive of such day as will allow him, if discharged from the ship, sufficient time to return thereto; and in this last case he is entitled to his reasonable travelling expenses.

57. When an outward-bound vessel anchors below the Middle Ground in the South-West Monsoon, or during unsettled weather, the Pilot shall not quit the vessel (unless specially ordered to do so) if she is going to sea on the next day.

REGARDING INWARD PILOTAGE.

58. Before boarding a vessel the Pilot will ascertain whether there is any epidemic disease on board. If there is, and the epidemic be of a severe nature, such as Plague, Yellow Fever, or a number of cases of Cholera, Small-pox or Measles, he will direct the vessel to be anchored at the Quarantine anchorage, and to hoist the Quarantine flag; but in the latter three diseases, if there is or only has been one or two cases

during the voyage, he will board and (after obtaining a certificate from the Commander to that effect) berth the vessel in the harbour, hoisting the letter R flag, the signal for the Health Officer of the Port to inspect. The Pilot will not take charge of a vessel unless the Master is on board and in actual command. In the event of the Master leaving the actual command of the vessel before she is moored the Pilot should anchor the vessel in the safe position most easily reached and wait for the return of the Master to his command before proceeding. In this case an additional fee will be charged for pilotage at the rate of Rs. 20 for any time under 12 hours, and Rs. 20 for every 12 hours, or part thereof, in excess of 12 hours, that the Master is absent from, and the Pilot is in attendance upon, the vessel.

59. In the event of the Pilot having boarded a vessel which requires to be placed in quarantine, he will remain on board till the vessel obtains Pratique.

60. The Pilot will, on boarding, note the time, the bearing, and estimated distance from the Outer Light Vessel, entering the same in the Arrival Report. He will also ascertain the vessel's present and deep load draught of water, entering the same in the Arrival Report; see that the anchors are clear, and cable ranged to the required length; that the National Ensign is hoisted in its proper place, and the flags denoting the name of the vessel in the Commercial Code (and the Port from which she sailed, if demanded), and will take care that the flags are placed in such a manner as to be clearly seen from the Outer Signal Station.

61. When there are despatches on board for Government, or Post Office Packets, the Pilot will request the Commander to send such on shore with as little delay as possible.

62. Harbour Masters and Pilots will be provided with a distinguishing flag, which is to be displayed, hoisted under the national flags of vessels of which they are in charge.

The same flag hoisted under the Pilot Jack at any of the signal stations, or at the Prince's Dock, will be used in communicating with the vessel.

The flags and pennants of the International Code will be used for this purpose:—

Harbour Masters	1—Flag B. 2—Pennant—C. 3— Do. —D.
1st Grade Pilots	1—Pennant—F. 2— Do. —G. 3—Flag—H. 4—Do. —I. 5—Do. —K.
2nd Grade Pilots	1—Flag—L. 2—Do. —M. 3—Do. —N. 4—Do. —P. 5—Do. —Q.
3rd Grade Pilots	1—Flag—R. 2—Do. —S. 3—Do. —T. 4—Do. —V. 5—Do. —W.

On Pilots boarding vessels requiring to be taken into the Prince's Dock (as soon as the vessel's number has been repeated or replied to

at the Outer Signal Station), the signal C. S. R. M. and the vessel's draught of water is to be hoisted, which will be telegraphed from the signal and Port Stations, and arrangements will be made to take the vessel into Dock, if the tide serves; if not, the rendezvous flag will be displayed under the Pilot's distinguishing flag at the Dock Flag Staff, and the vessel is to anchor off the Channel.

In the bye laws providing for the Master being on board vessels entering, leaving or moving in the harbour, the word "Master" will be held to include the 1st or other officer duly authorized to act for the Master owing to his death or illness incapacitating him from performing the duties of his office.

REGARDING PAY.

63. The gross receipts for Pilotage shall, on and after 1st September 1887, be divided as follows:—

54½ per cent. to be distributed amongst the Harbour Masters and Pilots according to the following scale:—

(*a*) 2 per cent. on the gross amount of 'Inward' Pilotage fees of vessels supplied with Pilots by the Outer Station Schooner shall be paid to the Harbour Master according to the time that he may have been in command, *e.g.*, if one had command for 8 days, another for 10 days, and the 3rd for 12 days in a month of 30 days, they would be paid $\frac{8}{30}$ths, $\frac{10}{30}$ths, and $\frac{12}{30}$ths respectively of 2 per cent. of the 'Inward' Pilotage fees of vessels supplied with Pilots from the Outer Station Schooner for that month.

(*b*) In the event of a Pilot being unable for any reason to take a vessel into Dock after arriving off the Channel, and if a Harbour Master shall afterwards pilot the vessel through the Channel into Dock, then such Harbour Master shall receive 10 per cent. of the Pilot's share of the Pilotage of such vessel.

(*c*) A Harbour Master transporting a vessel from or to a berth in the Harbour into or from any Dock, or from one part of the Harbour to any other part, shall receive 50 per cent. of the 'transporting fee.' In the event of a Harbour Master's services not being available, the Pilot who shall be employed on this duty shall receive the said sum.

(*d*) Such allowances as may be due, under the rules, shall be paid to the Pilots on leave.

(*e*) After the above payments have been made the remainder shall be distributed amongst the Pilots in the following proportions:—

5 First Grade Pilots	shall receive	$\frac{4}{5}$	shares.
5 Second Grade do.	do.	$\frac{4}{5}$	,,
5 Third Grade do.	do.	$\frac{4}{5}$	,,

64. In calculating the pay accruing to Pilots regard shall be had not only to the rank or class of the Pilot, but also to the value of the work which he shall have performed, and the calculations shall be made according to the following examples:—Take the receipt from Pilotage for one month to be Rs. 10,000, of which Rs. 5,000 is for Inward, and Rs. 5,000 for Outward Pilotage, and—the Pilots

Establishment being kept up at its full strength, take it that that amount was earned as follows :—

By 5 First Grade Pilots from vessels on which the Pilotage amounted to Rs. 3,500, in the following proportions :—

Pilot	A	Rs.	800
,,	B	,,	900
,,	C	,,	600
,,	D	,,	500
,,	E	,,	700
			3,500

By 5 Second Grade Pilots from vessels on which the Pilotage amounted to Rs. 3,300, in the following proportions :—

Pilot	F	Rs.	700
,,	G	,,	600
,,	H	,,	500
,,	I	,,	600
,,	J	,,	900
			3,300

By 5 Third Grade Pilots from vessels on which the Pilotage amounted to Rs. 3,200, in the following proportions :—

Pilot	K	Rs.	800
,,	L	,,	600
,,	M	,,	500
,,	N	,,	700
,,	O	,,	600
			3,200
		Rs.	10,000

The amount divisible amongst the whole of the Pilots would, under Rule 63, be 54½ per cent. of the gross earnings, which is Rs. 5,450, which would be divided as follows :—

2 per cent. of gross Inward Pilotage to Harbour Masters	Rs.	100	0 0
4/13ths of balance, *e.g.*, Rs. 5,450—Rs. 100=Rs. 5,350, to 5 First Grade Pilots	,,	2,140	0 0
4/13ths do. do. 5 Second Grade do...	,,	1,783	5 4
4/13ths do. do. 5 Third Grade do	,,	1,426	10 8
	Rs.	5,450	0 0

The 4/13ths shares accruing to the First Grade Pilots would be divisible according to the following proportions :—

If their gross earnings, Rs. 3,500, give net earnings amounting to Rs. 2,140, what will A's share of gross earnings, *i.e.*, Rs. 800 give ?

					Ans., Rs.	489	2	3
B's	do.	do.	Rs.	900	,, ,,	550	4	7
C's	do.	do.	,,	600	,, ,,	366	13	9
D's	do.	do.	,,	500	,, ,,	305	11	5
E's	do.	do.	,,	700	,, ,,	428	0	0
			Rs.	3,500	Rs.	2,140	0	0

According to the same method of calculation the 4/13ths shares divisible amongst the 2nd Grade Pilots would give :—

Pilot	F	on his	Rs.	700	of earnings, Rs.	378	4	6
,,	G	,,	,,	600	,, ,,	324	3	11
,,	H	,,	,,	500	,, ,,	270	3	3
,,	I	,,	,,	600	,, ,,	324	3	11
,,	J	,,	,,	900	,, ,,	486	5	9
			Rs.	3,300	Rs.	1,783	5	4

And the 1/3ths shares divisible amongst 3rd Grade Pilots would give—

Pilot	K	on his	Rs.	800	of earnings,	Rs.	356 10	8
,,	L	,,	,,	600	,,	,,	267 8	0
,,	M	,,	,,	500	,,	,,	222 14	8
,,	N	,,	,,	700	,,	,,	312 1	4
,,	O	,,	,,	600	,,	,,	267 8	0
			Rs.	3,200		Rs.	1,426 10	8

But these sums would, as has already been stated, be subject to the deduction of transporting fees and leave allowances payable under Clauses *b*, *c* and *d* of Rule 63.

The remainder of the Pilotage earnings to accrue to the Trustees for their expenses in connection with the Pilot Service.

In the event of there being one or more vacancies in any grade or grades, the average share of the earnings accruing on account of such vacancy or vacancies should be added to the sum divisible amongst the running pilots in the proportion that their pay bears to each other in bye-law No. 85.

65. Any personal servants required by Harbour Masters or Pilots, on board Schooners or other vessels employed in the conveyance of Pilots, shall be provided by the Harbour Masters or Pilots themselves, with the exception of a topaz on board each Schooner, who shall be paid by the Trustees.

66. Any sums retained from the Pilots under bye-laws 10 and 11, also the amount of all Fines and the Fees for Licenses recovered from Pilots, shall be credited to the Trustees' share of pilotage earnings.

67. A statement of the Pilotage receipts shall be made up by the Trustees every month, and the amount payable to the Pilots shall be distributed in the month succeeding that during which it shall have been received by the Trustees.

Regarding Leave.

68. Leave of absence can never be claimed absolutely as of right; it will only be granted when the exigencies of the Service permit.

69. Leave on Medical Certificate may be granted for two years in all, but not for more than one year at one time.

70. A Pilot on leave on Medical Certificate is entitled to the half pay of his substantive grade.

71. Leave on private affairs may be granted, without pay, for any term not exceeding one year at one time, provided the Pilot or Harbour Master has completed 3 years' service; such leave may be repeated after intervals of six years, but shall not be cumulative.

72. Leave on Medical Certificate does not count as qualifying for leave on private affairs under the foregoing rule.

73. Privilege leave on full pay of the grade in which a Pilot or

Harbour Master holds substantive rank may be granted as follows :— After 11 months' uninterrupted duty, for not more than one month ; after 22 months' uninterrupted duty, for not more than 2 months ; after 33 months' uninterrupted duty, for not more than 3 months, provided that this description of leave shall not be cumulative for more than 3 months.

74. Privilege leave cannot be taken during the monsoon months, *i.e.*, between 1st June and 30th September.

75. Privilege leave may be taken, at the discretion of the Trustees, in separate instalments. No second instalment shall be taken until after the completion of six months' continuous duty from the expiry of the previous instalment. In this case the period qualifying for fresh privilege leave will be reckoned from the expiry of the first instalment, the period of the second instalment being omitted from the calculation.

76. If a Harbour Master or Pilot shall over-stay his privilege leave, he shall forfeit all salary during the time of his remaining so absent ; and if he so continue absent more than one week in excess of his leave, his office shall become vacant.

77. But the Trustees may exempt a Harbour Master or Pilot from the incidence of the last rule should they consider that his absence has been prolonged beyond his leave by circumstances over which he had no control, and which he could not be expected to foresee.

78. Privilege leave cannot be taken in continuation of sick leave or leave on private affairs, or *vice versa*.

79. On promotion to a higher grade during privilege leave, payment of the higher salary shall be made from the date of promotion, provided that it does not involve any increase or change of duties or responsibilities.

80. Casual leave may be granted at the discretion of the Port Officer for any period not exceeding 10 days at one time, and not exceeding 20 days in any one calendar year ; such leave is not admissible in extension of leave of any other description ; being unofficial and of a temporary nature, it does not disqualify a Harbour Master or Pilot for other leave, and it carries with it the same pay that he would receive if on privilege leave.

81. Allowance during privilege leave or casual leave shall be payable from the fund from which the pay of the person absent on leave is payable ; and in the case of a Pilot, such allowance shall be calculated at the proportionate rate of earnings of the grade to which he shall belong.

82. Leave on private affairs may be granted in continuation of leave on medical certificate, and any leave granted under these rules may be retrospectively changed for any other kind or amount of leave which might at first have been granted.

83. Leave without pay cannot be converted retrospectively into leave on medical certificate ; but leave on medical certificate may be given in continuation of leave without pay.

84. Absence without leave, or after the end of leave (excepting privilege leave, in which case a week's grace is allowed), involves loss of appointment.

85. For the purposes of the Leave Rules the pay of the several grades of the Pilot Service shall be taken to be as follows :—

Harbour Master...	Rs.	450 per mensem.
1st Grade Pilot	,,	400 ,,
2nd ,, ...	,,	330 ,,
3rd ,, ...	,,	265 ,,

Under the provisions of Sections 42 and 61 of the "Indian Ports Act, 1875," the following scale of Pilotage and Transporting fees on Merchant Ships and Steamers at the Port of Bombay and the following rules with reference thereto have been sanctioned, the same to come into effect on and after 1st September 1887 :—

Pilotage.

On Merchant vessels for net Registered Tonnage.	Steamers.		Sailing Ships.	
	Fair Season.	S. W. Monsoon Season.	Fair Season.	S. W. Monsoon Season.
	Rs.	Rs.	Rs.	Rs.
Tons. Tons.				
From 100 to 300	25	37	41	62
,, 300 ,, 400	27	40	45	66
,, 400 ,, 500	30	42	49	70
,, 500 ,, 600	32	45	54	74
,, 600 ,, 700	35	47	58	78
,, 700 ,, 800	37	49	62	82
,, 800 ,, 900	40	52	66	87
,, 900 ,, 1,000	42	54	70	91
,, 1,000 ,, 1,100	45	57	74	95
,, 1,100 ,, 1,200	47	59	78	99
,, 1,200 ,, 1,300	49	62	82	103
,, 1,300 ,, 1,400	52	64	87	107
,, 1,400 ,, 1,500	54	67	91	111
,, 1,500 ,, 1,600	57	69	95	115
,, 1,600 ,, 1,700	59	72	99	120
,, 1,700 ,, 1,800	62	74	103	124
,, 1,800 ,, 1,900	64	77	107	128
,, 1,900 ,, 2,000	67	79	111	132
,, 2,000 ,, 2,100	69	82	115	136
,, 2,100 ,, 2,200	72	84	120	140

and an increase of Rs. 4-2 for every 100 tons or part of 100 tons, on sailing ships, and Rs. 2-8 for every 100 tons, or part of 100 tons, on steamers above this tonnage during the fair season ; and in addition thereto an extra rate of Rs. 20-10 on sailing ships and Rs. 12-6 on steamers during the South-West monsoon.

Note.—Fractions of a rupee amounting to 8 annas and under will not be charged ; over 8 annas will be charged as one rupee.

Transporting Fees.

For Sailing Vessels—

1,500 tons and upwards	...Rs. 30
1,000 tons to 1,500 tons	... ,, 25
Under 1,000 tons	... ,, 20

For Steamers using their own engines—

From one berth to another south of Cross Island or to or from any of the Docks or to any berth north of Cross Island, or *vice versâ*...	,, 20
Transporting north of Cross Island	,, 15
Sailing Slips or Steamers towed to or from any Dock north of Cross Island from or to fixed moorings north of Cross Island will be charged ...	,, 15

A Steamer towed will be charged at Sailing Ship rates.

Pilotage and Transporting fees are levied on Indian Government vessels on the same scale as on merchant vessels.

A Pilotage fee shall be held to cover the services of a Pilot for all duties connected with the movement and anchorage of a vessel for a period of at least 12 hours from the time of joining the vessel if his services are required for so long.

If a Pilot, after having been applied for, goes on board and the vessel is not ready to proceed to sea, or to move from one part of the Harbour to another part, or to Dock, as the case may be, the same day, a fee of Rs. 20 will be charged as "Pilot's attendance."

When a Pilot is appointed to transport a vessel into Dock, and it does not enter the Dock the same day, if through no fault of the Pilot, a second Transporting fee will be charged, if the vessel is docked by the Pilot on the following or on any subsequent day.

For vessels (steamers) of under 1,000 tons burthen (registered) whose Masters have obtained a Pilot's license for the Outer Harbour, half pilotage fees only will be charged when the said Masters pilot their steamers from or to the Sunk Rock Light.

SPECIAL PILOTAGE.

For taking a vessel to Hog Island, Butcher's Island, or Nocar Point, a single Pilotage fee shall be charged instead of transporting.

For vessels proceeding on a trial trip, a single Pilotage fee shall be charged instead of transporting.

Vessels arriving with gunpowder, if not moored in the Harbour on the day of arrival, shall pay an attendance fee of Rs. 20.

The South-West monsoon season commences on the 1st June and terminates on the 30th September in each year.

The following is the scale of Pilotage and Transporting fees on British and Foreign Men-of-War, levied under Rule Ordnance and

Regulation I. of 1820, and Government Resolution No. 1136, Marine Department, dated 3rd August, 1876 :—

	Pilotage.			Transporting.	
	Fair Season.	Monsoon.		Fair Season.	Monsoon.
	Rs.	Rs.		Rs.	Rs.
Ships of the Line or of 50 Guns.....	100	140	Men-of-War or Ships of the Line, hauling in or out of Dock	100	140
Frigates or Sloops of War	75	100	Frigates and Sloops of War, hauling in or out of Dock	50	75
Brigs, Schooners, &c..	50	75	Gun Vessels and all other vessels below the class of Sloop of War, hauling in or out of Dock	30	30

The following additional Bye-laws made by the Trustees of the Port of Bombay under the provisions of Section 72 of the Bombay Port Trust Act, 1879, have received the approval of Government as required by Section 74 of the aforesaid Act :—

PILOTS FOR SPECIAL DOCK DUTIES.

1. In addition to the Pilot Service constituted under Bye-law 13 made under Section 72 of the Bombay Port Trust Act, 1879, the Trustees may appoint and license any person as a "Special Dock Pilot" to pilot vessels belonging to any private Company who own or who are the lessees of Graving Docks at Mazgaon or at Hog Island in that part of the harbour which lies to the north of Cross Island between the fixed moorings belonging to any such private Company (duly laid and maintained under the written special permission of the Trustees) and from and to such moorings, to and from the Graving Docks belonging to any such Company, and also to pilot any vessels requiring to use or which may have just previously used the Hydraulic Lift Dock at Hog Island in that part of the harbour which lies to the north of Cross Island to or from the Hydraulic Lift Dock at Hog Island, provided that no person shall be so licensed and appointed unless he shall be authorized by Government under the provisions of the Indian Ports Act to pilot vessels.

2. Every such Special Dock Pilot shall hold a license to pilot vessels belonging to the Company mentioned in such license, only in that part of the harbour which lies north of Cross Island between the fixed moorings of such Company and from and to the moorings to and from the Graving Docks belonging to or leased by such Company, and also to pilot any vessel requiring to use or which may have just previously used the Hydraulic Lift Dock at Hog Island in that part of the harbour which lies to the north of Cross Island to or from the Hydraulic Lift Dock at Hog Island, and which license shall be issued under the signature and seal and be revocable at the order of the Trustees of the Port.

3. The fee for a Special Pilot's license shall be Rs. 5 to be paid by such Special Pilot to the Port Trustees.

4. To be eligible to be licensed and appointed as a Special Pilot, every candidate must be a British subject and at least 21 years of age, and must possess a certificate of competency in the Merchant's service of a grade not lower than that of First Mate, and must pass an examination as to his knowledge of the duties appertaining to the office of such Special Pilot before the Examination Board hereinafter named, and must produce a certificate from such Examination Board that he is duly qualified to perform such duties.

5. The fee for every candidate for examination shall be Rs. 20 to be divided between the two members of the Examination Board.

6. The Examination Board shall consist of the Port Officer, or his Assistant, as President, one Harbour Master and one First Grade or Second Grade Pilot as members.

7. Every such Special Pilot, before he allows any vessel to be moved, shall give at least four hours' notice in writing to the Port Officer at the Port Office between the hours of 10 A.M. and 5 P.M. on week days of the intended movements of such vessel, specifying the time of such intended movements, and in the event of the Port Officer, Master Attendant, or their Assistant or Harbour Masters not signifying their dissent before the time stated in such notice for the movement of such vessel such Special Pilot may proceed with such removal, but not otherwise.

8. Every Special Pilot so to be appointed and licensed as aforesaid shall be under the authority and direction of the Port Officer and Master Attendant, and his or their Assistant, and of the Harbour Masters in all respects relating to his said duties as such Special Pilot, and every verbal order or instruction given by the Port Officer or Master Attendant or his Assistant or by any of the Harbour Masters or other officers of the Department must be promptly attended to and carried into effect by such Special Pilot, who will be careful to conform to, and to make himself acquainted with, all circulars and orders issued from time to time for guidance in connection with his duties.

9. No Special Dock Pilot so to be licensed and appointed shall in any case pilot any vessel except :—

(1) vessels belonging to the Company mentioned in the license in that part of the harbour only which lies to the north of Cross Island and only between the fixed moorings to or from the Graving Docks belonging to or leased by such Company at Mazgaon or at Hog Island ; or

(2) vessel requiring to use, or which may have just previously used, the Hydraulic Lift Dock to or from the Hydraulic Lift Dock at Hog Island in that part of the harbour only which lies to the north of Cross Island.

10. No Special Pilot shall on any account run unnecessary risks by venturing within the leading marks or by keeping vessels under weigh when the lights cannot be seen, and whilst under weigh the lead shall be kept going and the soundings be carefully observed.

11. Each Special Pilot shall be provided with such distinguishing flag as may be ordered by the Port Officer, which is to be displayed hoisted under the national flag vessels of which he is in charge.

12. The following Bye-laws made under Section 72 of the Port

Trust Act shall apply to Special Pilots, and be regarded by them, viz., Bye-law 35 from the commencement down to the word "personally;" Bye-laws 43, 52; Bye-law 53 from the commencement down to the words "before going on with the moving;" and save as aforesaid none of the said Bye-laws shall apply to Special Pilots to be licensed as aforesaid.

13. No Special Dock Pilot so to be licensed shall be entitled to receive any remuneration from the Trustees of the Port, and no Pilotage fees or transporting fees shall be charged by the Trustees or by any other person, or be received by any Special Pilot or other person, for rendering his services as such Special Pilot, and no Special Pilot shall be entitled to the benefit of any of the Pension and Provident Fund Rules of the Port Trustees; and the grant of any special license shall in no way whatever prevent or prohibit any licensed general Pilot of the Port from performing any or all the duties for which such special license may have been granted.

14. In the event of any Special Dock Pilot disobeying or infringing any of the aforesaid Bye-laws, he shall be liable to a fine of Rs. 200 for every such offence, or to suspension or to deprivation of license, or both, or otherwise, for every such offence as to the Trustees may appear expedient, and as is enacted under Section 72 of the Bombay Port Trust Act VI. of 1879.

BOMBAY PORT TRUST.

SCALE OF RATES TO BE CHARGED AT THE PRINCE'S DOCK.

Sanctioned under Section 43, "Bombay Port Trust Act, 1879."

Removal and Delivery Charges should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free Days allowed.	Rent per Week, or part of a Week, for Unclaimed Goods warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
0 4 0	0 4 0	1	Acids, *viz.*:—Carbolic, Citric, Gallic, and Tannic.	Case	0 5 0	0 5 0
0 2 0	0 2 0	2	Do. do. do.	Drum	0 2 0	0 2 0
0 4 0	0 4 0	3	All other Acids	Case	0 9 0	0 9 0
0 3 0	0 3 0	4	Do. do.	Per half case	0 6 0	0 6 0
0 2 0	0 2 0	5	Do. do.	Drum	0 5 0	0 5 0
0 1 0	0 0 6	6	Aerated Waters	One dozen	0 1 3	0 1 3
0 3 0	0 4 0	7	Ale, Beer, Porter and Cider, in wood ...	Hogshead	0 7 0	0 7 0
0 0 6	0 0 3	8	Do. do. do. in bottles ...	One doz. qts. or 2 doz. pints	0 1 6	0 1 6
0 2 0	0 2 0	9	Do.	Kilderkin	0 3 6	0 3 6
0 1 0	0 1 0	10	Do.	Firkin	0 2 0	0 2 0
0 8 0	0 8 0	11	Almonds	Ton	1 12 0	1 12 0
0 8 0	0 8 0	12	Alum	Do.	1 4 0	1 4 0
0 12 0	0 8 0	13	Anchors...	Do.	1 12 0	1 12 0
		14	Do.	Cooly-load	0 2 0	0 2 0
0 1 0	0 2 0	15	Apparel, not accompanying passengers ...	Case or package	Measurement.	
0 8 0	0 8 0	16	Arrowroot, country	Ton	2 4 0	2 4 0
Measurement.		17	Do. foreign	Case or package	Measurement.	
Do.		18	Arsenic	Package	Do.	
0 8 0	0 4 0	19	Asphalte	Ton	1 12 0	1 12 0
0 8 0	0 12 0	20	Assafœtida, refined	Do.	4 0 0	4 0 0
0 2 0	0 2 0	21	Do. do.	Case or package	0 9 0	0 9 0
0 8 0	0 12 0	22	Do. coarse	Ton	2 0 0	2 0 0

23	Attar—*see* Oils, perfumed.							
24	Ballast and Kentledge, by cart	0	12	0	0	8	0	Ton
25	Do. do. by lighters to or from Port Trust Bandars.							...
26	Bangles, foreign	0	2	0	0	2	0	Case
27	Bardans	0	1	0	0	1	0	Bundle or package
28	Baskets, cane	0	1	0	0	0	6	Dozen
29	Beads in cases	0	2	0	0	2	0	Case
30	Beeda nuts—*see* Myrabolams.							
31	Beef and Pork	0	3	0	0	4	0	Tierce
32	Do. do.	0	2	0	0	2	0	Barrel
33	Beer—*see* Ale.							
34	Bees' Wax	0	1	0	0	2	0	Package
35	Betel-nut	0	8	0	0	8	0	Ton
36	Bhang	1	0	0	0	8	0	"
37	Bicycles, Tricycles, Velocipedes	0	8	0	0	4	0	Each
38	Billiard Tables	6	0	0	4	0	0	"
39	Biscuits, ship	0	8	0	0	6	0	Ton
40	Do. in cases	Measurement.						Case
41	Do. in tins, loose	0	1	0	0	1	0	One dozen
42	Bloodstones, Cambay stones, and goldstones ...	0	1	0	0	1	0	Case or package
43	Boats, ordinary ship's	Special.						Each
44	Boilers	Do.						...
45	Bones, bone dust and meal	0	12	0	0	8	0	Ton
46	Books	Measurement.						Case or package
47	Boots and shoes, foreign	Do.						"
48	Borax, unrefined	0	8	0	0	8	0	Ton
49	Bottles, empty Medicine Phials	Measurement.						Case or package
50	Do. do. quarts	0	2	0	0	2	0	Gross
50*a*	Do. do. pints	0	2	0	0	2	0	Do.
50*b*	Do. do. of smaller size than pints ...	Measurement.						Case or package
51	Bran	0	8	0	0	6	0	Ton
52	Brass Leaves—*see* Orsidue.							
53	Brass of sorts and Brassware	0	8	0	0	6	0	"
54	Do. do. do. when no weight given.	Measurement.						...
55	Bricks, Bath	0	0	6	0	0	3	Dozen
56	Do. Fire	0	8	0	0	6	0	Ton
57	Buckets, iron	0	1	0	0	1	0	One dozen
58	Bullion, Specie, Gold and Silverware, Plate, &c.	0	8	0	0	8	0	Box or case
59	Camphor	0	8	0	0	8	0	Ton
60	Camphorwood Drawers and Boxes	0	2	0	0	2	0	Each case

Removal and Delivery Charges should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free Days allowed.	Rent per Week, or part of a Week, for Unclaimed Goods warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
0 1 0	0 0 6	61	Candles	Cwt.	0 4 0	0 4 0
		62	Canes—*see* Rattans.			
0 2 0	0 2 0	63	Canvas	Bale	0 8 0	0 8 0
0 1 0	0 0 6	64	Do.	Bolt	0 2 6	0 2 6
0 2 0	0 2 0	65	Cardboards, Strawboards	Case or bale	0 6 0	0 6 0
0 3 0	0 2 0	66	Carpets, woollen or foreign...	Case or package	0 11 0	0 11 0
0 3 0	0 2 0	67	Do. cotton	,,	0 6 0	0 6 0
0 1 0	0 2 0	68	Cardamoms	Cwt.	0 4 0	0 4 0
		69	Do. bastard—*see* Spices.			
3 0 0	2 8 0	70	Carriages, four-wheeled	Each	10 0 0	10 0 0
2 0 0	1 4 0	71	Do. two-wheeled	,,	8 0 0	8 0 0
0 8 0	0 8 0	72	Cassa-ware	Ton	2 0 0	1 12 0
0 1 0	0 1 0	73	Casks and hogsheads, empty	Each	0 2 6	0 2 6
0 0 9	0 0 6	74	Do. do. half and quarter ...	,,	0 1 3	0 1 3
0 2 0	0 1 6	75	Butts, pipes and puncheons...	,,	0 3 6	0 3 6
0 8 0	0 6 0	76	Cement	Ton	1 2 0	1 2 0
0 8 0	0 6 0	77	Chalk	,,	1 6 0	1 6 0
Measurement.		78	Cheese, in cases	Case	Measurement.	
0 0 6	0 0 3	79	Do. loose	Each	0 0 6	0 0 6
		80	Chemicals—*see* Drugs and Medicines.			
0 8 0	0 8 0	81	Chillies, dried	Ton	1 9 0	1 9 0
0 8 0	0 8 0	82	China, copper cash	,,	1 12 0	1 12 0
0 6 0	0 3 0	83	Do. white copperware	Case	0 8 0	0 8 0
0 3 0	0 2 0	84	Do. garden seats	Each	0 4 0	0 4 0
Measurement.		85	Do. and japanware	Case	Measurement.	
0 1 6	0 0 9	86	Do. ware in rolls, large	One dozen	0 6 0	0 6 0
0 1 6	0 0 6	87	Do. do. small	,,	0 3 0	0 3 0
0 1 0	0 0 6	88	Do. Preserves, Chow-chow, &c.	Case of over ½ doz.	0 5 0	0 5 0

0	1	0	0	0	3	89	Do. do. do.	...	Case of ½ doz. and under	0	3	0	0	3	0
0	8	0	0	8	0	90	Do. Roots	...	Ton	2	0	0	2	0	0
Measurement.						91	Cigars or Cheroots	...	Case	Measurement.					
0	8	0	0	8	0	92	Clay, China and fire	...	Ton	2	0	0	2	0	0
0	3	0	0	2	0	93	Clocks	...	Case of under 8 c. ft.	0	8	0	0	8	0
0	6	0	0	4	0	94	Do.	...	Case of over 8 c. ft.	0	14	0	0	14	0
0	8	0	0	2	0	95	Coal, coke, cinders, ashes, patent fuel, dust and rubbish	...	Ton	0	14	0	0	14	0
0	3	0	0	2	0	96	Cocoanuts	...	Package	0	3	0	0	3	0
0	1	3	0	1	0	97	Cochineal	...	Cwt.	0	3	3	0	3	3
0	8	0	0	8	0	98	Coffee	...	Ton	1	8	0	1	4	0
0	1	6	0	1	0	99	Coins, copper	...	Box or package	0	3	0	0	3	0
						100	Do. gold and silver—*see* Bullion.								
0	8	0	0	8	0	101	Coir, fibre	...	Ton	1	9	0	1	9	0
0	3	0	0	2	0	102	Do. pressed	...	Bale	0	5	6	0	3	6
0	12	0	0	8	0	103	Do. rope, cable, cordage, and yarn ...	...	Ton	1	4	0	1	4	0
0	8	0	0	8	0	104	Colomba-root	...	,,	2	0	0	2	0	0
Measurement.						105	Confectionery	...	Case	Measurement.					
0	12	0	0	6	0	106	Copper sheets	...	Ton	2	0	0	1	12	0
0	8	0	0	6	0	107	Do. cakes, slabs or tiles	...	,,	1	12	0	1	8	0
0	8	0	0	6	0	108	Do. ware and wire	...	,,	2	0	0	1	12	0
Measurement.						109	Do. do. when no weight is given	...	Package	Measurement.					
0	12	0	0	8	0	110	Copperas, Sulphate of Iron and Sulphate of Copper	...	Ton	2	0	0	2	0	0
0	8	0	0	8	0	111	Copra	...	,,	1	9	0	1	9	0
0	4	0	0	2	0	112	Coral	...	Box	0	13	0	0	13	0
Measurement.						113	Do. imitation	...	Case	Measurement.					
0	12	0	0	10	0	114	Cordage and Rope—Hemp, Europe and Manilla...		Ton	2	4	0	2	4	0
0	8	0	0	8	0	115	Coriander seed	...	,,	1	9	0	1	9	0
Measurement.						116	Corks	...	Bale or case	Measurement.					
0	3	0	0	2	0	117	Cotton, raw, pressed*	...	Bale	0	5	0	0	2	0
0	6	0	0	3	0	118	Do. do. unpressed*	...	Bale or docra of over 3 cwts.	0	9	0	0	9	0
0	3	0	0	1	6	119	Do. do.*	...	Do. under 3 cwts.	0	4	6	0	4	6
0	8	0	0	8	0	120	Cowries	...	Ton	2	4	0	1	8	0
Special.						121	Crackers, China	...	Case of 1 picul of 133 lbs.	0	6	0	0	6	0
Do.						122	Do. do.	...	Do. under 1 picul.	0	4	0	0	4	0

* Cotton intended for export from Prince's Dock which has already paid the Trustees' full wharfage fee on export from another Bandar is allowed to be landed at the Harbour side of the East Wharf of the Dock, and will be shipped at ⅓rds of the above rates. If Cotton so landed is not removed from the East Wharf within 3 days from date of landing, an extra fee of half wharfage rate as above will be charged and will be repeated for every additional 3 days or part of 3 days.

Removal and Delivery Charges should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free Days allowed.	Rent per Week, or part of a Week, for Unclaimed Goods warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
Measure	ment.	123	Crockery, Queen's porcelain and earthenware ...	Crate or hhd.	Measure ment.	
0 8 0	0 8 0	124	Cummin seed	Ton	2 12 0	2 12 0
Measure	ment.	125	Cutlery	Case	Measure ment.	
Spe	cial.	126	Dammer	Ton	2 1 0	2 1 0
0 8 0	0 8 0	127	Dates, dry	,,	1 9 0	1 9 0
0 8 0	0 8 0	128	Do. wet	,,	1 5 0	1 5 0
0 2 0	0 1 0	129	Do. in pots	One doz. pots	0 6 0	0 6 0
0 12 0	0 8 0	130	Disinfecting powder	Ton	1 8 0	1 8 0
Measure	ment.	131	Drugs and medicines, foreign, not enumerated...	Case	Measure ment.	
1 0 0	0 8 0	132	Do. Country	Ton	2 4 0	2 4 0
0 4 0	0 2 0	133	Do. do.	Case	0 3 0	0 3 0
0 8 0	0 8 0	134	Dyes, country and foreign, in bulk	Ton	2 0 0	2 0 0
0 3 0	0 1 0	135	Do. foreign	Case or package	Measure ment.	
0 3 0	0 1 0	136	Dragon's blood	,,	0 7 0	0 7 0
		137	Earthenware, foreign—*see* Crockery.			
0 12 0	0 8 0	138	Do. piping, retorts, &c., for drainage ...	Ton	1 12 0	1 12 0
		139	Elephants' tusks and Moye's teeth—*see* Ivory.			
0 4 0	0 2 0	140	Fans	Case	0 7 0	0 7 0
0 12 0	0 10 0	141	Fat, Grease, Lard, and Tallow	Ton	2 0 0	2 0 0
0 4 0	0 2 0	142	Feathers	Case or package	0 7 0	0 7 0
Measure	ment.	143	Felt	Bale	Measure ment.	
Spe	cial.	144	Firewood	Ton	0 12 0	0 12 0
1 0 0	1 0 0	145	Fishmaws	,,	2 2 0	2 2 0
0 4 0	0 2 0	146	Flax	Bale	0 7 0	0 7 0
0 12 0	0 8 0	147	Flour	Ton	0 10 0	0 8 0
Spe	cial.	148	Fruits, fresh, foreign	Case	0 2 0	0 2 0
D	o.	149	Do do. do.	Barrel	0 2 6	0 2 6
0 8 0	0 8 0	150	Do. dried, not enumerated	Ton	2 0 0	2 0 0

| | | |

Removal and Delivery Charges should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free Days allowed.	Rent per Week, or part of a Week, for Unclaimed Goods warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
Special.	Special.	189	Hay and straw, pressed	Bale	0 4 6	0 4 6
0 8 0	0 6 0	190	Hemp, loose, in bundles	Ton	1 13 0	1 13 0
0 4 0	0 2 0	191	Do. pressed	Bale	0 6 0	0 3 0
0 4 0	0 2 0	192	Hessians	,,	0 8 0	0 8 0
0 8 0	0 4 0	193	Hides, buffalo, &c.	One hundred	1 0 0	1 0 0
0 12 0	0 8 0	194	Horns of kinds	Ton	2 0 0	1 6 0
Special.	Special.	195	Ice	,,	1 12 0	1 12 0
		196	Ice, small quantities for use of ships in Dock ...		Free.	
		197	Incense—*see* Olibanum.			
Measurement.	Measurement.	198	Indian Condiments	Case	Measurement.	
0 8 0	0 8 0	199	Indigo	Ton	2 8 0	2 0 0
Measurement.	Measurement.	200	Instruments, drawing, mathematical, musical, &c., not enumerated	Case	Measurement.	
0 6 0	0 3 0	201	Ink	Case or package	0 11 0	0 11 0
0 8 0	0 4 0	202	Do.	Cask	0 14 0	0 14 0
Measurement.	Measurement.	203	Do.	Per package of not more than 50 lbs.	0 2 0	0 2 0
0 8 0	0 8 0	204	Ironmongery	Ton	2 4 0	2 0 0
Measurement.	Measurement.	205	Ironmongery, when no weight is given ...	Package	Measurement.	
0 8 0	0 4 0	206	Iron—Bar iron, hoops, pig, rod, scrap, sheets, bands, angle, T, and old ; and steel hoop...	Ton	1 2 0	1 2 0
0 12 0	0 6 0	207	Do. other than the foregoing, including girders, castings, pipes, &c., under 1½ tons weight, & galvanised iron tubes & pipes..	,,	1 10 0	1 10 0
		208	Do. for weights above 1½ tons —*see* Rates for Machinery.			
0 1 3	0 1 0	209	Ivory, elephants' tusks, &c....	Cwt.	0 3 3	0 3 0
0 3 0	0 2 0	210	Ivoryware...	Package	0 10 0	0 10 0
0 8 0	0 8 0	211	Jaggery	Ton	1 2 0	1 2 0
0 4 0	0 2 0	212	Jars, fancy, large, China and Japan	Each	0 3 0	0 3 0

1	8	0	0	12	0	213	Jars, common, large	One hundred	6	0	0	6	0	0
1	0	0	0	8	0	214	Do. do. small	,,	4	0	0	4	0	0
1	0	0	1	0	0	215	Jewellery and trinkets	Box or package	1	8	0	1	8	0
0	4	0	0	2	0	216	Do. do. imitation	,,	0	8	0	0	8	0
0	3	0	0	2	0	217	Jute, pressed	Bale	0	5	0	0	3	0
	Special.					218	Kerosine Oil	Case of 8 Imp. gals.	0	1	3	0	1	3
0	8	0	0	8	0	219	Khootwood	Ton	2	0	0	2	0	0
1	0	0	0	8	0	220	Lac	,,	2	8	0	2	8	0
0	2	0	0	1	0	221	Lac dye...	Package	0	7	0	0	7	0
0	4	0	0	2	0	222	Lace and thread, gold and silver, or kinckob ...	,,	0	8	0	0	8	0
	Measurement.					223	Do. do. mock	Case or package	Measurement.					
0	8	0	0	8	0	224	Lead, pig, piping, sheet, and rolls	Ton	1	8	0	1	8	0
0	8	0	0	8	0	225	Do. black, white and red..	,,	2	4	0	2	4	0
0	8	0	0	8	0	226	Do. shot...	,,	2	4	0	2	4	0
0	4	0	0	2	0	227	Leather, foreign	Case or package	Measurement.					
0	8	0	0	8	0	228	Liquorice root	Ton	2	0	0	1	8	0
							Live Stock :—							
						229	Horses*	Each	2	8	0	2	8	0
						229a	Elephants	,,	6	0	0	6	0	0
						230	Mules	,,	2	4	0	2	4	0
						231	Cows and Buffaloes	,,	1	12	0	1	12	0
						232	Donkies	,,	1	12	0	1	12	0
						233	Calves and Pigs	,,	0	10	0	0	10	0
						234	Deer	,,	0	10	0	0	10	0
						235	Goats and Sheep	,,	0	5	0	0	5	0
						236	Dogs and Monkeys	,,	0	3	0	0	3	0
						237	Turkeys and Geese	One dozen	0	6	0	0	6	0
	Special...					238	Fowls and Ducks	,,	0	3	6	0	3	6
						239	Pigeons, Quails and Partridges... ...	Per dozen	0	2	0	0	2	0
						240	Other small birds ...	.....	Free.					
						241	Tigers, Bears, and other wild animals ..	Each	5	0	0	5	0	0
						242	Small birds or animals, such as Cats, Monkeys, &c., in charge of the owner	Free.						
						243	Animals for public gardens in India	,,						
						244	Luggage of European sailors, ship captains, members of the Water Police, and preventive officers when proceeding on, or returning from, duty at the Dock	,,						
0	2	0	0	2	0	245	Luggage, Passengers'... ... (See also item No. 415.)	Portmanteaux and hand packages	0	1	0	0	1	0
0	2	0	0	2	0	246	Do. do. (See also item No. 415.)	Trunks and cases	0	2	0	0	2	0
0	12	0	0	8	0	247	Machinery, up to ½ ton weight	Ton	1	4	0	1	4	0

*When horses are landed or shipped in boxes, wharfage will be charged only on the horses.

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Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
1 0 0	0 12 0	248	Machinery, over ¼ and not exceeding 1½ tons ...	Ton	1 10 0	1 10 0
1 4 0	1 0 0	249	Do. over 1½ and not exceeding 5 tons ...	,,	1 14 0	1 14 0
1 8 0	1 2 0	250	Do. over 5 and not exceeding 8 tons ...	,,	2 4 0	2 4 0
2 0 0	1 4 0	251	Do. over 8 and not exceeding 11 tons ...	,,	4 0 0	4 0 0
Measurement.		252	Do. over 11 and not exceeding 15 tons ...	,,	5 0 0	5 0 0
Do.		252a	Do. over 15 and not exceeding 100 tons ...	,,	7 8 0	7 8 0
0 8 0	0 8 0	253	Madder or Munjeet	,,	2 0 0	1 8 0
1 0 0	1 0 0	254	Marble and marble slabs	,,	2 4 0	2 4 0
Measurement.		255	Matches...	Case	Measurement.	
0 4 0	0 2 0	256	Mats of sorts, foreign	Package of 50	0 5 6	0 5 6
0 2 0	0 1 0	257	Do. country	One hundred	0 6 0	0 6 0
0 4 0	0 2 0	258	Matting, coir	Package	0 5 0	0 5 0
0 6 0	0 3 0	259	Matting, rolls of coir carpet...	,,	0 8 0	0 8 0
		260	Medicines—*see* Drugs.			
0 12 0	0 10 0	261	Metals, unenumerated	Ton	2 0 0	2 0 0
Special.		262	Military Stores, Arms, equipments not enumerated, up to 1½ tons	,,	2 0 0	2 0 0
		263	Do. for weights above 1½ tons—*see* Rates for Machinery.			
		264	Do. when no weight is given	Package	Measurement.	
		265	Millinery—*see* Haberdashery.			
		266	Mill Furnishings—*see* Rates for Machinery.			
0 2 0	0 1 0	267	Mineral waters	Case or cask	0 5 0	0 5 0
0 8 0	0 8 0	268	Mother-o'-Pearl Shells	Ton	2 4 0	1 12 0
0 12 0	0 8 0	269	Mowra Flowers	,,	0 15 0	0 15 0
0 4 0	0 4 0	270	Musk	Case or package	1 4 0	1 4 0
0 6 0	0 4 0	271	Myrabolams or Gallnuts and Beedanuts ...	Ton	1 6 0	0 15 0
0 8 0	0 8 0	272	Nails, of sorts	,,	1 12 0	1 12 0
Special.		273	Naphtha	Case or Carboy	0 3 0	0 3 0

0	8	0	0	8	0	274	Nux Vomica	Ton	2	0	0	1	8	0
0	12	0	0	8	0	275	Oil-cake...	,,	1	2	0	1	2	0
0	1	0	0	1	0	276	Oils—Linseed, Castor, Gingelly, and other Vegetable	Tin, drum or Case up to 10 gals.	0	2	6	0	2	6
0	12	0	0	8	0	277	Do. do. do. in casks ...	Ton	2	0	0	1	8	0
0	8	0	0	4	0	278	Do perfumed	Case or pot	0	10	0	0	10	0
Measurement.						279	Oil-cloth and Floor-cloth	Ton	2	0	0	2	0	0
0	1	0	0	0	9	280	Oilman's Stores	Case below 2 c. ft.	0	2	0	0	2	0
0	1	6	0	1	0	281	Do.	Case from 2 to 5 c. ft.	0	4	0	0	4	0
Measurement.						282	Do.	Case from 5 c. ft. and upwards	Measurement.					
1	0	0	0	8	0	283	Olibanum or Incense	Ton	1	12	0	1	8	0
1	8	0	1	0	0	284	Opium	Chest of 140 lbs.	1	12	0	1	4	0
0	12	0	0	8	0	285	Do.	Half chest	0	14	0	0	10	0
						286	Organs and Harmonium—*see* Harmoniums ...							
0	1	0	0	0	6	287	Orsidue or brass leaves	Package	0	2	6	0	2	6
0	1	0	0	0	6	288	Overland post parcels	Each	0	2	6	0	2	6
0	8	0	0	8	0	289	Paints, oil	Ton	2	4	0	2	4	0
0	4	0	0	2	0	290	Paper of kinds	Case or bale	0	6	0	0	6	0
1	0	0	1	0	0	291	Pearls	Box or package	1	0	0	1	0	0
Measurement.						292	Do. imitation	,,	0	7	0	0	7	0
0	8	0	0	8	0	293	Pepper of kinds, and pepper roots	Ton	2	8	0	2	0	0
Measurement.						294	Perfumery—hair oil, pomades, &c.	Case	Measurement.					
4	0	0	2	0	0	295	Pianofortes	Each	5	0	0	5	0	0
0	4	0	0	2	0	296	Piece Goods, Cotton, including Printed Handkerchiefs, Melton, Shawls, Harness and Turkey red shawls..	Bale	0	4	0	0	3	0
0	4	0	0	2	6	297	Do. Silks and Velvets	,,	0	12	0	0	12	0
0	4	0	0	2	6	298	Do. Cotton and Silk, large bales ...	,,	0	12	0	0	12	0
0	4	0	0	2	0	299	Do. Woollens	,,	0	6	0	0	5	0
0	8	0	0	8	0	300	Pitch	Ton	2	2	0	2	2	0
						301	Porcelain—*see* Crockery.							
						302	Plants for public gardens in India	Free.						
						303	Plated-ware—*see* Bullion.							
1	0	0	1	0	0	304	Precious Stones	Box or case	1	0	0	1	0	0
						305	Provisions, fresh, for voyage*	Coolie-load	0	1	0	0	1	0
						306	Do. for daily use of ships in Dock ...	.....	Free.					
0	2	0	0	1	0	307	Quicksilver	Bottle	0	5	0	0	5	0
0	2	0	0	1	0	308	Rags	Bale or package	0	4	0	0	3	0
Special.						309	Railway plant and materials	.....	Same rates as Machinery.					
						310	Raisins—*see* Fruits, dried.							

* *Bonâ fide* ship's stores, furniture, tools and materials for repairs imported or exported at Prince's Dock are exempted from payment of Wharfage charges.

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Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
0 12 0	0 8 0	311	Rattans	Ton	2 4 0	2 4 0
0 1 0	0 0 6	312	Do. Malacca	One dozen	0 3 0	0 3 0
0 8 0	0 8 0	313	Rose flowers, dried	Ton	2 4 0	2 4 0
0 1 6	0 1 0	314	Rose-water	Case	0 4 6	0 4 6
0 1 0	0 0 6	315	Do.	Carboy	0 2 0	0 2 0
		316	Rope—*see* Cordage.			
0 8 0	0 8 0	317	Rosin	Ton	2 4 0	2 4 0
		318	Saddlery—*see* Harness.			
0 8 0	0 8 0	319	Safflower	,,	2 8 0	1 12 0
0 4 0	0 2 0	320	Saffron	Case	1 0 0	1 0 0
0 8 0	0 8 0	321	Sago	Ton	2 4 0	2 4 0
Measurement.	Measurement.	322	Do.	Case or package	Measurement.	
0 8 0	0 8 0	323	Salammoniac	Ton	2 4 0	2 4 0
0 12 0	0 6 0	324	Salt, Country	,,	1 0 0	1 0 0
		325	Do. Refined—*see* Oilman's Stores.			
0 12 0	0 6 0	326	Saltpetre	,,	2 0 0	2 0 0
0 1 0	0 0 6	327	Samples, Cotton, small	...	Free.	
0 1 0	0 0 6	328	Do. other than above	Parcel	0 1 0	0 1 0
Measurement.	Measurement.	329	Do. do. in case	Case	Measurement.	
0 8 0	0 8 0	330	Sandalwood	Ton	2 0 0	2 0 0
0 2 0	0 1 0	331	Do. boxes and ware	Package	0 7 0	0 7 0
0 8 0	0 8 0	332	Sapanwood	Ton	1 10 0	1 6 0
0 6 0	0 4 0	333	Seeds, Oil—Linseed, Teel, Rape, Mustard, Castor, Niger, Poppy, &c.	,,	0 12 0	0 11 0
0 12 0	0 8 0	334	Seeds, other than Oil seeds, unenumerated ...	,,	2 0 0	1 12 0
0 8 0	0 8 0	335	Senna Leaves	,,	2 4 0	1 12 0
1 0 0	1 0 0	336	Shark Fins and Samooder Fins	,,	2 2 0	2 2 0
0 8 0	0 4 0	337	Shawls, Cashmere and Delhi	Case or package	0 14 0	0 12 0
0 4 0	0 2 0	338	Do. European	,,	Measurement.	
0 8 0	0 8 0	339	Shellac	Ton	2 8 0	1 12 0

0	3	0	0	2	0	340	Shells, in cases, unenumerated	Case	0	7	0	0	7	0
0	8	0	0	8	0	341	Do. in bags and loose, unenumerated ...	Ton	2	0	0	1	8	0
0	1	6	0	1	0	342	Shovels	Per doz.	0	3	0	0	3	0
0	4	0	0	2	0	343	Silk, raw	Case or bale	0	8	0	0	8	0
						344	Silk Piece Goods—*see* Piece Goods.							
						345	Silverware—*see* Bullion.							
Measurement.						346	Skins, Goat and Sheep, tanned	Bundle, bale or case	0	6	0	0	6	0
		Do.				347	Soap, perfumed, foreign	Case	Measurement.					
		Do.				348	Do. do. bar	,,			Do.			
		Do.				348a	Do. do. do. in small boxes per cubic ft.		0	2	0	0	2	0
1	0	0	0	8	0	349	Do. soft country, and bar...	Ton	1	12	0	1	12	0
0	8	0	0	4	0	350	Spelter and Solder	,,	1	14	0	1	14	0
1	0	0	0	12	0	351	Spices—cinnamon, mace, nutmegs, cloves, bastard cardamoms, and others unenumerated	,,	1	12	0	1	8	0
						352	Bastard cardamoms—*see* Special rate for Cardamoms.							
0	0	1½	0	0	¾	353	Spirits, liquors and wines, in wood	Imp. gal.	0	0	3½	0	0	3½
0	0	9	0	0	3	354	Do. do. in bottle	1 doz. qts. or 2 doz. pts.	0	2	0	0	2	0
Measurement.						355	Stationery, unenumerated	Case or cask	Measurement.					
0	8	0	0	4	0	356	Steel	Ton	1	8	0	1	8	0
0	12	0	0	8	0	357	Sugar and Sugarcandy	,,	0	14	0	1	4	0
0	2	0	0	1	0	358	Do. Loaf or Chopped	Case of 1 cwt. and over	0	5	0	0	5	0
Measurement.						359	Do. do.	Case under 1 cwt.	Measurement.					
0	8	0	0	8	0	360	Sulphur...	Ton	2	2	0	2	2	0
						361	Tallow—*see* Fat.							
0	8	0	0	8	0	362	Tar	,,	2	2	0	2	2	0
0	1	0	0	0	6	363	Tea	Per package up to 15lbs.	0	1	0	0	1	0
0	1	0	0	0	6	364	Do.	Above 15lbs. up to 30lbs.	0	2	0	0	2	0
0	2	0	0	1	0	365	Do.	Above 30lbs. and for every 60lbs.	0	3	0	0	3	0
0	3	0	0	1	6	366	Thread	Case	0	6	0	0	5	0
0	12	0	0	8	0	367	Tiles, flooring	Ton	2	4	0	2	4	0
0	12	0	0	8	0	368	Do. foreign	1,000	3	12	0	3	12	0
						369	Do. Mangalore	Regd. ton of vessel	1	12	0	1	12	0
0	12	0	0	4	0	370	Timber—Blackwood, Ebony, Teak, and Pine, in logs and squares	Ton of 50 cubic feet	1	12	0	1	12	0
0	12	0	0	4	0	371	Do. planks and scantlings	,,	1	4	0	1	4	0
0	8	0	0	4	0	372	Tin of kinds	Ton	1	12	0	1	8	0
0	1	0	0	0	6	373	Tin Plates	Box of 1 cwt.*	0	1	6	0	1	3
0	4	0	0	2	0	374	Tobacco, foreign or manufactured	Case	0	6	0	0	6	0
Measurement.						375	Do. country	Bale	Measurement.					

* To be charged proportionately to chest of 60 lbs.

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Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.
0 4 0	0 2 0	376	Tortoise Shell	Case	0 9 0	0 9 0
Measurement.		377	Toys	,,	Measurement.	
0 2 0	0 1 0	378	Trunks and Boxes	Each	Do.	
0 6 0	0 6 0	379	Turmeric and Turmeric powder	Ton	2 0 0	1 8 0
Special.		380	Turpentine	Tin, Drum or case up to 10 gals.	0 2 6	0 2 6
0 4 0	0 2 0	381	Twist and Yarn	Bale	0 4 0	0 2 3
Measurement.		382	Umbrellas	Case	Measurement.	
0 1 0	0 0 6	383	Varnish	Five Imp. gals.	0 2 0	0 2 6
		384	Vegetables, fresh, for voyage	Coolie-load	0 1 6	0 1 6
		385	Do. do.	Cart-load	0 7 0	0 7 0
0 2 0	0 1 0	386	Vermilion	Case	0 5 0	0 5 0
0 3 0	0 2 0	387	Waste, Cotton, Twist and Wool	Bale	0 2 0	0 2 0
0 8 0	0 8 0	388	Watches, gold and silver	Case	1 8 0	1 8 0
0 4 0	0 2 0	389	Do. other than above	,,	0 12 0	0 12 0
0 6 0	0 4 0	390	Weed Seed	Ton	2 4 0	2 4 0
0 8 0	0 8 0	391	Whiting	,,	2 0 0	2 0 0
		392	Wines, &c.—*see* Spirits.			
0 1 0	0 0 6	393	Wire, bottling	Case of 1 cwt.	0 2 0	0 2 0
1 0 0	0 8 0	394	Do. of sorts, unenumerated	Ton	2 4 0	2 4 0
0 3 0	0 1 0	395	Wool, unpressed	Docra up to 1½ cwts.	0 6 0	0 6 0
0 4 0	0 2 0	396	Do. do.	,, up to 3 cwts.	0 9 0	0 9 0
0 4 0	0 2 0	397	Do. do.	Bale or bora above 3 cwts.	0 12 0	0 12 0
0 3 0	0 2 0	398	Do. pressed	Bale	0 5 0	0 5 0
		399	Do. Berlin—*see* Haberdashery.			
		400	Woollens—*see* Piece-Goods.			
0 12 0	0 6 0	401	Yellow metal, sheets, sheathing and braziers ...	Ton	2 0 0	2 0 0

0	8	0	0	6	0	402	Zinc sheathing, sheets and perforated sheets ...		,,		2	0	0	2	0	0
							On all Goods not enumerated, if in cases, bales, crates, or casks, and for all goods specified to be charged for by measurement, the rates will be :—								
0	1	0	0	0	9	403	If under 4 cubic feet		Package		0	2	0	0	2	0
0	1	6	0	1	0	404	If 4 or under 6 cubic feet...		,,		0	4	0	0	4	0
0	2	6	0	1	6	405	If 6 or under 10 cubic feet.		,,		0	6	6	0	6	6
0	4	0	0	2	0	406	If 10 or under 15 cubic feet.		,,		0	8	0	0	8	0
0	5	0	0	2	6	407	If 15 or under 20 cubic feet.		,,		0	10	0	0	10	0
0	6	0	0	3	0	408	If 20 or under 30 cubic feet.		,,		0	14	0	0	14	0
0	10	0	0	5	0	409	If 30 or under 40 cubic feet.		,,		1	3	0	1	3	0
0	14	0	0	7	0	410	If 40 or under 50 cubic feet.		,,		1	8	0	1	8	0
1	0	0	0	8	0	411	If 50 or under 60 cubic feet.		,,		1	14	0	1	14	0
0	1	0	0	0	9	412	For every 10 cubic or part of 10 cubic ft. additional		,,		0	2	0	0	2	0
1	4	0	0	8	0	413	On all goods not enumerated, chargeable by weight		Ton		2	4	0	2	4	0
						414	Unenumerated unpacked goods, per coolie-load.		.....		0	2	0	0	2	0
						415	Passengers' baggage and other unmanifested goods for which Dock labour is not supplied ...		Free.							

MISCELLANEOUS CHARGES.

1. The following charges will be made for loading or unloading carts at the Dock :—

For spirits, wines, candles, copper, and yellow metal in cases—1½ annas per cart.
For other goods except machinery—1 anna per cart.
For machinery by truck—special rates.

The Dock Superintendent has discretionary power to allow consignees or shippers to load carts.

2. Transhipment of goods overside into or from boats, if supported by Customs documents, will be permitted free.

3. A charge of 3 annas per ton will be levied from the ship or from the consignees as the case may be for sorting iron which is landed in a mixed condition.

4. When the Dock pontoon is used by any vessel for the purpose of effecting repairs, a charge of Rs. 5 for a day or Rs. 10 for a day and night will be levied.

5. A fee of 4 annas will be levied for each duplicate chappa that may be required.

6. The following charges will be levied for opening cases, &c. :—

	Rs.	a.	p.	
Cases not otherwise enumerated under 6 cubic feet...	0	0	6	each.
,, ,, over 6 ,, ...	0	1	0	,,
Bales under 6 cubic feet	0	1	0	,,
,, over 6	0	2	0	,,
Cases, Machinery, under 1½ tons weight...	0	2	0	,,
Packages over 1½ tons weight	0	8	0	,,
Cases, Wines and Spirits, containing 2 dozen and under	0	0	6	,,
,, ,, over 2 dozen ..	0	1	0	,,
Pianos and Harmoniums	0	4	0	,,
Gilt Mouldings	0	4	0	,,
Quarter Casks in casing	0	4	0	,,
Hogsheads ,, ...	0	8	0	,,
Two-wheeled Carriages	0	4	0	,,
Four-wheeled ,, ...	0	8	0	,,
Fixing Carriages	4	0	0	,,

7. The consignee or shipper of goods when repacking at the Dock will be charged half an anna per package.

8. For use of Dock scales or weighbridge 8 annas up to 16 tons, and ½ an anna for every ton in excess of 16 will be charged.

	Rs.	a.	p.	
For Hire of Dock Shoots	1	0	0	each per day.
For Hire of Chain Slings (to be used at ship's risk)	0	8	0	,,
For Hire of Tubs	0	8	0	,,
For Hire of 5 ton Trucks	3	0	0	,,
For Hire of 10 ,, ...	6	0	0	,,

9. Weighing or measuring goods 3 annas per ton and a further charge of Rs. 2 per day when a clerk is employed.

10. For certificates of weight or measurement Rs. 5 each.

RENTS.

11. Imports.

A.—*Import Goods except Iron and Steel, as specified under item No.* 206. Dutiable goods will be allowed 7 days and duty-free goods 5 days free of rent after landing. After these free days have expired, extra rents will be incurred for every 3 days, or part of 3 days, at the rate of one-third of the wharfage fee to which the goods may be liable. Immediately after the expiry of free days goods may be removed into the warehouse for unclaimed goods. No free days will be allowed for coal, coke, cinders, ashes, patent fuel, dust or rubbish.

B.—*Iron and Steel as specified under item No.* 206 will be allowed 7 days free of rent after landing; thereafter ground-rent will be charged for space occupied at the rate of Rs. 20 for 500 square feet per mensem in the open air, and Rs. 30 for 500 square feet per mensem in sheds.

12. Exports.

A.—Goods brought for shipment when no vessel is named will be charged rent from the date of the receipt of the goods to the date on which a vessel may be named.

B.—Goods brought for shipment by any vessel which may be named will be allowed 10 days free of rent if the goods be kept in the open, and 7 days if the goods be kept in the sheds. Exporters must elect where goods are to be placed, whether in the open air or in sheds.

C.—Goods brought for shipment, but which may not be shipped but removed by cart, will be charged rent from the date on which they were brought for shipment.

D.—Part shipments shut out owing to no fault of the shipper, but because of the vessel being full, shall, if removed by cart or boat, receive the benefit of the free days as if the goods had been taken by the vessel.

E.—After the free days have expired rent will be incurred for every 3 days, or part of 3 days, at the rate of one-half of the wharfage to which the goods may be liable.

F.—On shut-out cargo removed by boats or carts one-half of the wharfage only will be recovered, provided that no dock labour is employed, and that the goods are removed within the 24 working hours of the departure of the vessel from the Dock.

G.—Shut-out cargo will be allowed to remain in the transit sheds or in the open, free of rent, for 24 working hours from the departure from the Dock of the vessel in which it was intended to be shipped.

13. In computing the days for charging rents, Sundays and the holidays enumerated in bye-law No. 79,* as well in the case of dutiable

goods only as any other days on which Imperial duty may not be received, will be omitted.

14. Ships' stores and coal, for consumption on board the vessel to which they are taken, may be conveyed in lighters into Dock, and taken on board from such lighters free of overside charge.

15. Import goods delivered into lighters alongside for removal out of Dock will be charged $\frac{1}{8}$th of wharfage rate; export goods taken on board from lighters alongside will be charged $\frac{1}{3}$rd the wharfage rate. Opium taken on board vessels in Prince's Dock from lighters alongside will be charged 2 annas per chest, or 1 anna per half-chest.

16. Burst bales, &c., relanded in course of shipment, for repacking, will not be charged a second wharfage fee.

17. For cotton, coir and wool brought by boat for shipment overside, when bales are burst and when for that or any other reason they require to be landed at the Dock, the following charges will be levied:—

	Cotton.	Coir.	Wool.
On landing, if work is done by Mukadam, per bale	Rs. 0 0 6	0 0 9	0 0 6
On re-shipment do	,, 0 0 6	0 0 9	0 0 6
On re-shipment, if work is done by Trust, per bale	,, 0 2 0	0 2 9	0 4 6

18. Railway materials for the G. I. P. and B. B. and C. I. Companies forming part of a general cargo will be allowed free overside delivery in the Dock, and lighters employed to remove the same will be exempted from Dock dues, but only when such railway materials form less than three-fourth of the entire cargo of the vessel. Railway materials entitled to free overside delivery under this clause when landed on the quay for ship's convenience and afterwards re-shipped into boats will be treated as transhipment cargo under rule 24.

19. Ordinary Ballast brought from a Port Trust Bandar, and on which wharfage fees have been paid, will be allowed into Dock free of charge, and similarly all ballast taken out of a vessel in Dock by boats may be passed free if removed to a Port Trust Bandar. Ballast brought from elsewhere into Dock will be charged the Trustees' "outlying Bandars" wharfage fee, but ballast brought or taken away by cart will be charged 4 annas per ton.

Night and Holiday Work.

20. The charges for night work at Prince's Dock shall be as follows:—

A.—Rs. 30 per night from 6 p.m. to 6 a.m.
Rs. 15 per half-night from 6 p.m. to midnight.

B.—When gates are opened for receiving and delivering cargo,

---

* Bye-law 79.—Working hours at the Dock shall be from sunrise to sunset, except on holidays and Sundays. The sanctioned holidays recognized by the Trustees will be Christmas Day, New Year's Day, Good Friday, the Sovereign's Birth Day, and any fast or thanksgiving days ordered by Government, or on any special occasions ordered by the Trustees. In computing the days for charging rents Sunday and the holidays enumerated as well (in the case of dutiable goods only) as any other days on which Imperial duty may not be received will be omitted. The day on which goods are landed will be counted as one of the free days except when goods are landed after sunset when the free days will not commence until the following morning.

Rs. 15 per night from 6 p.m. to 6 a.m., and Rs. 7½ per half-night, from 6 p.m. to midnight, or from midnight to 6 a.m., to be paid by each ship receiving goods through a Dock gate after working hours except in the case of State Railway materials, the charge for which will be Rs. 3 per night and Rs. 1½ per half-night.

C.—The following extra rates shall be charged for work done in Prince's Dock on Sundays and on Holidays :—

Rs. 30 per diem.
Rs. 15 per ½ day.

D.—When gates are opened for receiving and delivering cargo, a fee of Rs. 15 per day and Rs. 7½ per half-day will be charged except in the case of State Railway materials the charge for which will be Rs. 3 per day and Rs. 1½ per half-day. Such fee to be paid on account of each vessel for which cargo is being received or delivered.

21. Boats using the East wharf of the Prince's Dock shall be charged the regular Bandar rates on goods and boats.

22. On goods landed at the Prince's Dock and previously entered for transhipment one-third of wharfage rate as a transhipment fee will be charged ; the transhipment fee will cover the right to deposit on wharf 3 days, thereafter the ordinary Dock ground or shed rent charges will be levied ; the ship shall make its own arrangements for handling and removing the goods.

23. Vessels desiring to discharge overside coal or other articles not allowed on the wharf, in order to avail themselves of wharf facilities for the rest of their cargo, may be allowed to do so free of overside delivery charge, provided that the goods so put out do not amount to more than one-fifth of the entire cargo. Any quantity in excess of this proportion to pay the usual rates.

24. The Dock Superintendent is authorized to land, at the expense of the Trust, whatever quantity of cargo may be necessary to enable a vessel to come into Dock, should it appear to him desirable to incur such expense. The goods so landed to be liable to ordinary dock rates.

25. The Trustees will send out free of charge to vessels in the stream (ordinary Dock rates having previously been paid) such quantity of cargo not exceeding 500 tons as, owing to insufficient depth of water, such vessels may be unable to load while in Dock, provided that the vessel to which cargo may be taken shall have loaded in Dock to the greatest extent that the depth of water there will allow prior to sailing.

26. Goods will only be sent out to the stream on the written order of the Agent specifying description and quantity : or in the case of a vessel having no Agents, then under such special arrangements as the Dock Superintendent may consider necessary for the security of the Trust.

27. In the case of cargo sent out to a vessel in the stream and

there shut out, the ship's Agents will be required to pay for its loading and taking out and for its return and landing at the Dock, or, if so directed by the Agents, at any Bandar, at the rate of one rupee per ton.

28. Cranage.

Vessels will be charged for the use of the Trustees' cranes, as follows :—

A.—On a ship applying for cranes, if they are supplied, payment must be made for at least half a day whether they are used or not.

B.—Should the application have been for the first half only of a day, and the crane be required for a longer time, another application must be made through the Shed Manager at least one hour before the expiration of the first half of the day.

C.—Application for cranes required for the whole or half of the following day to be made by 4 P.M. to the Shed Manager.

D.—If required during the day application to be made to the Shed Manager.

E.—Applications for cranee at night, whole or half, to be made to the Shed Manager before 4 P.M.

F.—Should cranes for which application has been made for the whole day or night not be required for more than the first half day or night, written notice must be given to the Shed Manager at least one hour previous to the end of the half day or night, or full day or night will be charged for.

G.—Should cranes for which application has been made for half-night only be required for the whole night, application to be made at least two hours before the end of the half-night to the Shed Manager.

H.—All applications for cranes to be in regular book forms with counterfoils, and to be signed by the Ship's Officer on duty, showing number of cranes required, from what time, and for how long.

J.—The following rates will be charged for the use of the Trustees' cranes :—

For each 1½ ton crane per day or per night.....	Rs.	5	0	0
Do. 1½ do. ½ do. ½ do.	„	2	8	0

Day to be from 6 A.M. to 6 P.M. Half-day to be from 6 A.M. to noon or noon to 6 P.M. Night to be from 6 P.M. to 6 A.M. Half-night to be from 6 P.M. to midnight.

Any part of a day or night less than a half will be charged as a half day or night.

K.—Small consignments of transhipment goods, machinery, &c., landed from or shipped into boats or country crafts, will be charged for the use of the 1½ ton cranes at the rate of

2 annas per ton, or the crane may be engaged by the day at the above rate of Rs. 5.

L.—When hand cranes are used at Prince's Dock the ordinary dock cranage rates will be charged, but these rates will not include labour required to work the cranes. Shippers or consignees will have the option of waiting until a 30 cwt. steam crane can be made available, or they may ship from the East Wharf, where Bandar cranage rates are charged.

M.—For weights over 1½ tons and not exceeding

			5 tons...Rs.	1	0	0	per ton.
,,	5	,,	,, 8 ,, ... ,,	2	0	0	,,
,,	8	,,	,, 11 ,, ... ,,	3	4	0	,,
,,	11	,,	..... ,,	4	0	0	,,

N.—These charges will only be levied when Trustees' cranes are used.

O.—If weights are kept suspended more than one-fourth of an hour, double rates will be charged. The same charge will be levied for lifting weights from the hold of a vessel and placing them on deck as for placing them on the wharf.

P.—Machinery in pieces will be charged by measurement or weight at option of Dock officers; if by measurement, forty cubic feet will be considered a ton, and the rate per ton shall be that at which the dead weight is chargeable. This rule will apply to wharfage as well as to cranage fees.

Q.—Vessels occupying the crane berth only for the purpose of using the 100 ton crane will be charged a fee of Rs. 25 for each working hour in addition to the cranage fees.

R.—An additional charge of Rupee 1 per ton will be made when articles require to be deposited on the wharf and afterwards lifted by the crane into trucks.

S.—For masting and dismasting ships the following charges will be levied :—

For ships of tons.	Mainmast.	Foremast.	Mizenmast.	Bowsprit.
	Rs.	Rs.	Rs.	Rs.
1,500 to 2,000	140	110	85	55
1,000 to 1,500	110	90	65	45
750 to 1,000	80	60	50	30
300 to 750	50	40	30	20

T.—In the case of masts and bowsprits the ship will provide slings and the labour required for slinging, both for masting and dismasting.

U.—In all other cases the ship will provide slings and the labour required for slinging articles to be landed: the Trustees will supply slings and labour for shipping and shifting on land.

V.—Any special work done by the 100 ton crane, to which the

above rates cannot fairly be applied, will be charged by the hour, ton, or lift, as may be agreed upon with the Dock Superintendent.

29. The toll for the use of sidings at Prince's Dock is fixed at four annas per ton, except in the case of State Railway stores, for which special rates not exceeding four annas per ton may be fixed by the Trustees from time to time.

30. For the use of the other sidings on Port Trust Estate the following charges will be levied :—

For Salt loaded or unloaded, 3 annas per ton.
,, Coal do. do. 2 do.
,, Firewood, charcoal and timber, Rs. 1¼ per loaded wagon.
,, Cattle, Rs. 1½ per wagon.
,, State Railway Materials, special rates to be fixed by Trustees, not exceeding 4 annas per ton.
,, All other goods, 4 annas per ton.

BOMBAY PORT TRUST.

RULES FOR GUIDING ISSUE OF WARRANTS, CHARGES, &c.

Bye-laws, made by the Trustees of the Port of Bombay under Section 73 of the Bombay Port Trust Act, 1879, with regard to Warehousing of Goods in Port Trust Warehouses, Granting Warrants for Goods, and other Cognate Matters.

1. Non-hazardous goods, whether dutiable or free will be received into the Trustees' warehouses for custody on application made on Forms 1, 2, and 2A (see Schedules A, B, and B(1), attached hereto at the rates laid down in the table of charges annexed to these rules.

2. Hazardous goods will be held to include cotton (except in full-pressed iron bound bales), vegetable fibres and grasses of all kinds, rags, mungo, waste of all kinds, pitch, tar, rosin, turpentine, brimstone, saltpetre, nitrate of soda, nitro-glycerine, gunpowder, fulminating powder, lampblack, tallow (manufactured or unmanufactured), including stearine candles, oils of all kinds, naphtha, camphine, liquid paraffin, petroleum and its products, varnish, spirits of all kinds (not in bottles), caoutchouc, gutta-percha, lucifer and percussion matches of all kinds, &c., and will not be received into the Trustees' warehouses. Paint mixed with oil, &c., is added to the list of hazardous goods which will not be received into Trustees warehouses.

3. Goods will be warehoused under "warrant" or without issue of "warrant," according to the desire of the warehousing party.

Goods lodged under "warrant" will be known as "warrant goods" and goods lodged without issue of "warrants" as "non-warrant goods."

4. For "warrant goods" stamped warrants will be issued on Forms 3 and 4 (see Schedules C and D hereto attached), but for "non-warrant" goods a receipt will be granted on Form 5 (see Schedule E).

5. "Non-warrant goods" will be delivered in whole or in part according to written delivery orders from the holders.

6. "Non-warrant goods" will be transferred from any one depositor to another on a written authority from the original depositor; in such cases a fresh receipt (Form 5) will be issued in the name of the transferee.

7. "Non-warrant goods" once transferred to another party will only be delivered upon delivery orders signed by the transferee, who can, however, also transfer to a third party and so on, the last transferee being always considered the holder of the goods.

8. In the case of goods in the dock transit sheds which are to be warehoused the applicants must first settle all the dock wharfage, landing charges, &c., and attach to his application the necessary

customs documents. The receipt for dock charges paid must also be produced for inspection if required.

9. Warrants will only be issued provided that there is no lien for freight or otherwise on the goods to be lodged, and provided that all Port Trust charges for wharfage, landing, &c., are first paid.

Subsequent charges must be paid by the holders of the warrants before delivery of the goods.

10. Warrants will be transferable by endorsement without production of the warrants to the Trustees.

11. Goods covered by a warrant cannot be delivered without production and delivery of the warrant.

12. Proprietors of goods may pay rent and incidental charges on goods covered by warrant up to any desired date and have new warrants issued.

13. Warrants will be made out for such quantities of goods as may be convenient to importers, provided that the lotting operations have been satisfactorily completed beforehand.

14. Should the delivery of the whole contents of a warrant be directed and the goods not be removed within two days, a new warrant for the remainder of the goods incurring rent from the date of return of the original warrant must be taken out.

15. When the holders of warrants are desirous of assigning part contents without delivery, re-weighing, re-housing, &c., new documents may be obtained in exchange for the originals duly endorsed. The endorsement should specially direct the manner in which the contents are to be divided and state the names of the parties in whose favor the warrants are to be issued in the following form :—

" Please to divide the within " or, (when part is to be delivered) " Deliver to bearer (state how many packages) and grant new one for (state how many packages) in favor of , one for," &c.

16. If desired by the holders warrants may be exchanged or divided without assigning the goods.

17. Original warrants will be charged for at the rate of 5 annas each, which will include the cost of stamp. Other warrants in lieu of those returned will be charged for at the rate of 6 annas each including the cost of stamp.

18. If from the nature of the contract between the seller and the buyer re-weighment should be necessary, new warrants, if desired, will be issued on deposit of the original warrants endorsed with directions to that effect containing the landing weights and re-weights as soon as the operations have been completed.

19. When any alterations, such as re-packing, &c., are to be made, the warrants must be lodged, and others representing the goods as re-packed, &c., will be issued.

20. In the case of casks of liquids made use of to fill up others, the warrants for such casks must be lodged, and the proprietor may either have a new warrant for the remainder or it may be delivered to his order.

21. In the last three cases the operations performed will be charged for in addition to the cost of any new warrants that may be issued.

22. In the event of warrants being lost or mislaid, duplicates will be issued on application, but an engagement by the owners and a substantial surety (in Form 6 appended), to indemnify the Port Trust in case of any claim being made on the original documents, must accompany the application, the loss of the warrants must also be advertised once at least in two English and two native local newspapers.

23. No duplicate warrants will be issued until seven clear days from advertisement of loss in the newspapers have elapsed.

24. On notice of loss of any warrants being given, the goods covered will be at once stopped until either duplicates are issued or the missing warrants are produced.

25. After duplicate warrants have been once issued, the originals, if produced, will not be acted upon.

26. A charge of 1 rupee in addition to cost of stamp will be made for every duplicate warrant issued.

27. Irregularities in endorsements on warrants must be carefully avoided by holders, as they not only lessen the security of the proprietors of goods and render the warrants incomplete as authorities, but also give rise to impediments in the regular despatch of business.

28. No unauthorized or irregular endorsement on warrants will be accepted or acted upon.

29. Weight notes corresponding to warrants will be furnished, when required, at a charge of annas 4 for each.

30. Part contents of goods specified in a warrant cannot be delivered unless the warrant is returned and fresh document taken out for the balance.

31. Rent for all goods placed in the warehouse will be charged per week, and part of a week will be charged as a whole week; the rent will commence from the date of application, and will be charged for the entire quantity of goods specified in the application.

32. In cases of goods transferred from one party to another, rent will commence for a fresh week from the date of transfer, the same as when a deposit is made; no abatement of rent for any unexpired portion of a week will be made to the transferrer, the operation of transfer being considered in the same light as a delivery.

33. Goods placed in the warehouse will remain at the risk and expense of the depositors until a receipt or warrant be granted.

34. Goods once taken delivery of by owners under a clear receipt and not removed forthwith from the warehouse premises will remain at the risk and the expense of owners, and no responsibility in connection therewith will rest with the Trustees.

35. The Trustees will not be answerable for any damage or loss suffered by merchandise while in the Trust warehouses if such damage or loss be the result of natural or unavoidable causes. Responsibility will only be admitted when the damage or loss has been

in consequence of want of proper care or attention on the part of the Trustees.

36. The Trustees will not be responsible for contents of packages when the outward condition on delivery is the same as when the packages were first received into the warehouse.

37. Permission will be given for the opening of packages for appraisement, extracting of samples, &c., but all packages so opened without their condition having been questioned will be considered as taken delivery of, and no claim for damage subsequently discovered will be allowed.

38. Packages that have been once opened will lie in the warehouse at the risk of the owner.

39. As a principle no non-warrant goods will be delivered until all rents and charges due in respect of them be fully paid up, but this rule may be relaxed for the convenience of merchants having monthly transactions and accounts at the warehouse.

40. When charges for goods in the warehouses are made by bills such charges must be paid within two months after presentation of the bills; in case of non-payment of charges within the two months, the Trustees shall have the right to stop delivery of all goods in the warehouses standing in the names of the parties owing any rents or other warehousing charges until full settlement be effected.

41. The Trustees' warehouses will be closed on Sundays and on the general public holidays, viz. :—

Christmas Day, New Year's Day, Good Friday, the Sovereign's Birthday, and any Fast or Thanksgiving days ordered by Government, or on any special occasions ordered by the Trustees.

On other days the warehouses will be open from 7 a.m. till 5 p.m.

B. H. POTTINGER, Colonel,
Acting Secretary to Government.

Schedule A., referred to in Section 1.

FORM 1.

cc 45 No. Registered No. of

Bombay, 188 .

THE SUPERINTENDENT,

PRINCE'S DOCK WAREHOUSES.

Please receive into your Warehouses the undermentioned packages ex S. S.
and hold them to charges will be paid by

Marks.	Numbers,	Number and kind of Packages.		Description of Goods.
	Total .			

Signature—

Address—

Schedule B., referred to n Section 1.

FORM 2.

BOMBAY PORT TRUST.

To

THE TRAFFIC MANAGER, BOMBAY PORT TRUST,
WARRANT WAREHOUSE.

Bombay, 188

Please to prepare Warrants in the name of
for the undermentioned Goods about to be exported in the S. by
to such directions as you may receive from
to
and issue Weight Notes agreeably

Signature—
Address—

Marks.	Numbers.	Number of Packages.	WEIGHT.								Description of Goods, and Remarks.
			Gross.				Tare.				
			Tons.	cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	

Schedule B (1) *referred to in Section* 1.

FORM 2A.

BOMBAY PORT TRUST.

To

THE TRAFFIC MANAGER, BOMBAY PORT TRUST,
WARRANT WAREHOUSE.

Bombay, 188

Please to prepare Warrants in the name of Captain
for the undermentioned Goods imported in the S. on the 188 ; and
from entered by
issue Weight Notes agreeably to such directions as you may receive from

Signature—

Address—

Marks.	Numbers.	Number of Packages.	Weight.								Description of Goods, and Remarks.
			Gross.				Tare.				
			Tons.	cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	

Schedule C., referred to in Section 4.

FORM 3.

BOMBAY PORT TRUST WARRANT.

WAREHOUSE DEPARTMENT.

Lot Rotn. No.

Bombay, Dated this 188

No.

Warrant for the Goods noted below, warehoused by for export to
by S. expected to sail on deliverable to
or order by endorsement hereon. Rent commences on the and all other charges
from the date of this Warrant.

Marks.	Numbers.	Number of Packages.	Weight.								Description of Goods, and Remarks.
			Gross.				Tare.				
			Tons.	cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	

Fo. No.

Date

Superintendent, Warehouses. Traffic Manager,
Bombay Port Trust.

The Port Trusts is not liable for damage or loss from unavoidable causes.

Schedule D., referred to in Section 4.

FORM 4.

BOMBAY PORT TRUST WARRANT.

WAREHOUSE DEPARTMENT.

Lot Rotn. No.

Bombay, Dated this 188

No.

Warrant for the Goods noted below, imported in the S. Captain
from entered by on the deliverable
to or order by endorsement hereon. Rent commences on the
and all other charges from the date of this Warrant.

Marks.	Numbers.	Number of Packages.	WEIGHT.								Description of Goods, and Remarks.
			Gross.				Tare.				
			Tons.	cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	

Fo. No.

Date

Superintendent, Warehouses. Traffic Manager,
Bombay Port Trust

The Port Trust is not liable for damage or loss from unavoidable causes.

Schedule E., referred to in Section 4.

FORM 5.

No. of 188 .

No.

BOMBAY PORT TRUST.

PRINCE'S DOCK WAREHOUSES.

Received from

The following Goods warehoused by

Marks, Nos. and Address.	Packages.	Description.	Ship.	Remarks.
1	2	3	4	5

For Superintendent,
Prince's Dock Warehouses.

188 .

The Port Trust is not liable for damage or loss from unavoidable causes.

FORM 6.

We (or I), *A.B.*, now of , and *C. D.* of , are jointly and severally bound to the Trustees of the Port of Bombay, their successors, and assigns, in the sum of Rs. to be paid to the said Trustees, their successors, or assigns, for which payment we jointly and severally bind ourselves respectively and our legal representatives.—

Dated this day of 188 .

Whereas the Warrants dated the day of 18 and bearing Numbers which were issued by the said Trustees to in respect of have been lost or mislaid. And whereas the said are owners of the said goods and have on the advertised in the newspapers the loss of the said Warrants but no answer has been received to the said advertisements and the said have applied to the said Trustees to issue Duplicates of the said Warrants which they have agreed to do upon receiving this Indemnity. And whereas the said hath at the request of the said agreed to become their surety for the performance of the conditions hereinafter contained. Now the Condition of the above written Bond is such that if the said and and the said and their respective legal representatives or any or either of them shall and will from time to time and at all times hereafter effectually indemnify and save harmless the said Trustees, their successors, and assigns, from and against all suits, costs, charges, damages, claims, and demands whatsoever which shall or may at any time or times hereafter be brought or prosecuted against the said Trustees, their successors or assigns by any person or persons whomsoever by reason of the said Warrants not having been produced or having been lost, mislaid, or dealt with in any way, or by reason of the said duplicate Warrants having been handed over by the said Trustees to the said or for or by reason or on account of any other matter or thing whatsoever in any wise relating to the premises, then the above written Bond is to be void and of no effect, otherwise the same shall be and remain in full force and virtue.

Signed, sealed and delivered by

The stamp will be in accordance with the Stamp Act, Schedule No. 28.

Surety.

Double the value of the goods in respect of which the warrant has been lost.

Mention the goods.

How many times.

No. 7.—Under the provisions of Section 43 of the Port Trust Act, 1879, and the Port Trust Amendment Act VI. of 1883, the following rates will be charged for the rent, storage and delivery of goods deposited in the Port Trust Warehouses on and after 1st April 1885 :—

BOMBAY PORT TRUST.

WAREHOUSE DEPARTMENT.

Scale of Charges for "Warrant" and "Unwarrant" Goods.

	Goods.	Charges. Per	Removing and Storage Charges. Rs. a. p.	Rent per Week or portion of a Week. Rs. a. p.
1.	Alum	Ton	0 8 0	0 1 6
2.	Beef and Pork	Tierce	0 4 0	0 0 6
3.	Do. do.	Barrel	0 3 0	0 0 4
4.	Canvas	Bale up to 12 c. ft.	0 2 0	0 0 6
5.	Do.	,, above 12 c. ft.	0 3 0	0 1 0
6.	Cardamoms	Cwt.	0 0 6	0 0 2
7.	Cement	Ton	0 8 0	0 1 6
8.	Coffee	,,	0 8 0	0 1 0
9.	Copperas	,,	0 8 0	0 2 0
10.	Cotton	Pressed Bale	0 1 6	0 0 6
11.	Cutlery	Package measurement.		
11*a*.	Earthenware retorts and piping for drainage	To be charged by measurement		
12.	Ginger, dry	Ton	0 6 0	0 1 6
13.	Glassware and Earthenware	Package measurement.		
14.	Grain	Ton	0 5 0	0 0 9
15.	Ground Nuts	,,	0 5 0	0 0 9
16.	Gums	,,	0 8 0	0 1 6
17.	Gunnies	Bale, large	0 3 0	0 0 9
18.	Do.	,, small	0 2 0	0 0 6
19.	Hardware	Package measurement.		
20.	Hessians	Same as for canvas.		
21.	Machinery	Ton	1 8 0	0 8 0
	Metals—			
22.	Iron—Hoop, Sheet, Nail & Rod	,,	0 8 0	0 1 0
23.	Do.—Bars and Bundles	,,	0 8 0	0 1 0
24.	Copper & Yellow Metal, in cases	,,	0 10 0	0 1 0
24*a*.	Do. do. do. in bundles	,,	...	0 1 6
25.	Zinc Sheets	,,	0 8 0	0 1 0
26.	Copper, Zinc, Spelter, Tin, in Tiles or Sheet	,,	0 8 0	0 1 0
27.	Indigo	,,	0 8 0	0 2 0
28.	Mother-o'-Pearl Shells	,,	0 8 0	0 2 0
29.	Myrabollams or (gallnuts)	,,	0 5 0	0 0 9
30.	Oil Seeds	,,	0 5 0	0 0 9
31.	Opium	Chest	0 4 0	0 4 0
32.	Paper, in bales or cases	Package	0 3 0	0 0 6
33.	Paints	Ton	0 8 0	0 1 0
34.	Pepper	,,	0 6 0	0 1 6
35.	Piece-Goods	Bale below 15 c. ft.	0 2 0	0 0 5
35*a*.	Do. per bale of 15 c. ft. and upwards	Per c. foot	0 0 2	0 0 0½
36.	Sandal and Sapan wood	Ton	0 8 0	0 2 0
37.	Senna Leaves	,,	0 6 0	0 1 6
38.	Sharkfins and Fishmaws	,,	0 8 0	0 4 0
39.	Shawls	Package	0 4 0	0 4 0
40.	Sugar	Ton	0 6 0	0 0 9
41.	Spices, except Cardamoms	,,	0 8 0	0 1 0
42.	Tea	Chest	0 1 0	0 0 3
43.	Tin Plates	Ton	0 8 0	0 1 0
44.	Turmeric	,,	0 6 0	0 1 0
45.	Twist and Yarn	Bale	0 2 0	0 0 5
46.	Wool	Pressed Bale	0 2 0	0 0 6
47.	Unenumerated goods, if charged by measurement	C. foot	0 0 3	0 0 1
48.	*Do. Do. by weight*	Ton	0 8 0	0 1 6

1. Loading or unloading of carts will be charged for as under :—

		Rs.	a.	p.
1.	Loading or unloading packages up to 2 cwts., each per cart	0	1	0
2.	Loading and unloading together packages up to 2 cwts. each per cart	0	1	6

3. Loading and unloading together of packages over 2 cwts. each at rates to be arranged with the Traffic Manager.
4. The Traffic Manager will have the option of allowing merchants to do their own loading and unloading of carts or of having the service performed departmentally.
5. Weighment of goods will be charged for at the rate of 3 annas per ton.
6. Goods weighed and restored by the Warehouse department will be charged one half of the original removing and storing charges.

BOMBAY PORT TRUST.

Bye-Laws under Sections 85 *and* 88 *of the Bombay Port Trust Act,* 1873. *and Sections* 73 *and* 74 *of Bombay Port Trust Act,* 1879.

1. Smoking or the use of any unprotected fire or lights on any Port Trust wharf, bunder, or property, where such practices may be prohibited by notice boards, will be liable to a fine not exceeding fifty Rupees for each offence.

2. In the event of a receipt for Port Dues being lost or destroyed, a fee of one Rupee will be charged for a duplicate.

3. In the event of a receipt for wharfage or other fees, chargeable under Section 57 of the Port Trust Act, being lost or destroyed, or in the event of a duplicate receipt being, for any reason, required, a fee of four annas shall be charged for such duplicate.

4. Any person spitting betel-nut, or throwing dirt or rubbish in, or otherwise soiling, the passenger-shed at Mazagon Bunder, shall be liable to a fine not exceeding Rupees ten for each offence.

5. It is strictly prohibited to bathe, or to wash cattle or clothes, with the water supplied to the troughs on the Port Trust Estate. Any person infringing this bye-law shall be liable to a fine not exceeding Rupees ten for each offence.

6. Passing of foot-passengers or of carriages, carts or horses, or the driving of animals over the level crossings of railway lines leading to the Prince's Dock, to the Musjid and Carnac Bunders, and to the Mody Bay Reclamation is strictly prohibited when a railway train or engine is approaching, of which due warning will be given by the ringing of a bell. Any person infringing this bye-law shall be liable to a fine not exceeding Rupees ten for each offence.

7. Obstruction of the approach to any wharf, landing-place, or jetty of the Port Trustees of Bombay, by any boat remaining alongside while not actually engaged in loading or unloading cargo, after the Tindal or owner shall have been warned by an officer of Port Trust to keep a clear passage for other boats, is strictly prohibited. Any person infringing this bye-law shall be liable to a fine not exceeding Rupees twenty-five for each offence.

8. Any person obstructing any road, thoroughfare, or pathway on the Port Trust Estate by placing thereon goods or other articles for storage, or in any other manner obstructing or hindering the way, shall, after having been given due notice by a Port Trust officer to clear away the obstructions, in case of refusal or non-compliance, be liable to have the obstructing goods, articles or other hindrances removed at his expense by the Port Trust officers, and be further liable to a fine not exceeding Rupees twenty-five for each offence.

9. Parties may be allowed to erect verandahs, sunshades, and other projections not exceeding 4 feet in width over roads or foot-paths on

the Port Trust Estate on the payment of half rent or value for the land so projected over, they having no claim to the land in question ; but no projection to be made under 12 feet from the ground.

10. The owner of every ferry steamer or other vessel carrying passengers to, or from, any Port Trust wharf shall make proper provision for the safe and orderly embarking and disembarking of all passengers carried in his vessel, subject to a penalty not exceeding Rupees one hundred for each occasion on which he may fail to do so.

11. Claims for refund of wharfage fees, extra fees, etc., must be preferred within two months from the date on which the wharfage fees, extra fees, etc., have been paid, otherwise no refund will be permitted.

12. No claims for less than Rupees 2 for refund of wharfage fees, etc., will be admitted unless in cases where charges have been made in excess of proper rates through an error of the receiving clerks.

13. No person or persons shall cause or permit to be thrown or discharged into any basin vested in Government or in the Trustees, as the case may be, or into the harbour of Bombay from any vessel, building or land belonging to him or them or under his or their control, any filth, rubbish or other matter or thing liquid or solid likely to create or increase a nuisance.

Any person infringing this Bye-law shall be liable to a penalty not exceeding Rs. 100 and for a continuing infringement to a penalty not exceeding Rs. 50 per diem for every day after notice of such infringement shall have been given by this board.

14. The Traffic Manager may at his descretion prohibit the deposit of coal, coke, cinders, ashes and fuel on any of the wharf roads.

BOMBAY PORT TRUST.

SCALE OF WHARFAGE, CRANAGE, AND OTHER FEES TO BE CHARGED AT PORT TRUST BUNDERS.

Sanctioned under Sec. 43, "Bombay Port Trust Act, 1879."

Section 29.—Goods landed and shipped at the Chaupati, Mahim and Worlee Bunders, and at the Bunders North of the Frere Reclamation, will be charged half the rates laid down in this table for wharfage, rents, &c.

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
1	Acids	Case	0 4 0
2	Aërated waters	One doz.	0 0 3
3	Akroots (walnuts)	Package	Measurement
4	Ale, beer, porter, and cider ...	Hogshead	0 4 0
5	Do. do. in wood...	Kilderkin	0 2 0
6	Do. do. in bottles.	1 doz. qts. or 2 doz. pints	0 0 6
7	Do. do. in firkins of 9 gals.	Firkin	0 1 3
8	Alkali (sajekar)	Ton	0 12 0
9	Almonds	,,	0 12 0
10	Aloes, black	,,	0 12 0
11	Alum (fatki)	,,	0 12 0
12	Ambasee (dried mango) ...	,,	0 12 0
13	*Anchors, grapnels, &c., English	,,	0 8 0
14	Do. do. country.	Coolie-load	0 0 6
15	Animals—*see* Live Stock.		
	Animals and plants for public gardens in India	Free.	...
16	Antimony (soorma)	Ton	0 12 0
17	Apparel, not accompanying passengers	Package	0 2 0
18	Arrowroot, country	Ton	0 12 0
19	Do. foreign	Case or package	Measurement
20	Arsenic	Package	Do.
21	* Asphalte	Ton	0 8 0
22	Asafœtida in bulk (hing), fine ...	,,	2 8 0
23	Do. do. ...	Case or package	0 4 0
24	Do. coarse (Hingola) ...	Ton	0 12 0
24a	Bagatelle tables	Each.	2 0 0
25	* Ballast stones	Boat under 25 tons burden	1 0 0
26	* Do.	Boat over 25 and up to 50 tons	2 0 0
27	* Do.	Boat over 50 tons burden	2 8 0
28	* Bamboos	Regd. ton of vessel	0 2 0
29	* Do. tokers by raft ...	One hundred	0 8 0
30	* Do. and tokers	Cart-load	0 2 0
31	Bamboo blinds, in bundles ...	Regd. ton of vessel	0 2 0
32	Do. do. ..	One hundred bundles	0 8 0
33	Do. do. ...	Cart-load	0 2 0
34	Bangles, Country	Package	0 1 0
35	Do. do.	Cart-load	0 6 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
36	Bangles foreign	Case	0	2	0
37	Bardans (old gunnies)... ...	Bundle or package	0	1	0
38	* Bark, shemby	Regd. ton of vessel	0	6	0
39	* Do. of sorts	Ton	0	12	0
40	* Baskets, cane	One dozen	0	0	6
41	* Do. bamboo and mat ...	,,	Measurement		
42	Beads, in bags	Bag	0	2	0
43	Do. in cases	Case	0	2	0
44	Bedsteads, country	Each	0	2	0
45	Beef or pork	Tierce	0	4	0
46	Do. do.	Barrel	0	2	0
47	Beeswax	Package	0	2	0
48	Betelnut	Ton	0	9	0
49	Betel-leaves	Package	0	0	6
50	Do. do.	Cart-load	0	4	0
51	Bhang	Ton	1	4	0
52	Bhat (paddy)	Candy of 20 furrahs	0	3	0
53	Biscuit, ship	Ton	0	12	0
54	Do. in cases	Case	Measurement		
55	Do. in tins	One dozen	0	3	0
56	Billiard Tables	Each	5	0	0
57	Blood stones	Case or package	0	2	0
58	* Boats (hodies)	Each	0	4	0
59	* Boats, jolly	,,	0	8	0
60	* Boats, muchwas and bullows.	,,	0	8	0
61	Boilers—*see* Machinery.				
62	* Bones	Ton	0	9	0
63	Books	Case	Measurement		
64	Boots and shoes, English ...	,,	Do.		
65	Do. do. country ...	Bundle or package	0	1	0
66	Borax (unrefined)	Ton	0	12	0
67	* Bottles, empty	Crate, cask or case	0	2	0
68	* Do. do. loose	Cart-load	0	3	0
69	* Do. do.	Coolie-load	0	0	6
70	* Boxes, country, empty ...	One dozen	0	4	0
71	* Do. unmade, from Malabar Coast ...	Regd. tonnage of cargo boat	0	4	0
72	* Do. do.	Cart-load	0	4	0
73	Do. horse and cattle, empty§	Each	0	8	0
74	Bran	Candy of 8 furrahs or 2¼ cwts.	0	1	0
75	Brass leaves—*see* Orsidue.				
76	Brass of sorts, and ware ..	Ton	0	8	0
77	Do. do. when no weight is given	Package	Measurement		
78	Bricks, bath	Case	0	1	0
79	* Do. and tiles country ...	Regd. ton of vessel	0	2	0
80	* Do. do. do. ...	Cart-load	0	1	0
81	* Do. foreign	Per thousand	1	8	0
82	Brooms	One hundred	0	0	6
83	Bullion, specie, gold and silver-ware, and coins, plate, &c. ...	Box or package	0	4	0
84	Burroo (country pens) ...	Package of 6 c. ft. and under	0	1	0
85	Do. do. ...	Package over 6 c. ft.	0	2	0
86	* Casks and hogsheads ...	Each	0	1	0

§ When horses are landed or shipped in boxes, wharfage and cranage fees should be charged only on the horses.

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
87	* Casks and hogsheads, half and quarter	Each	0	0	6
88	* Cables, chain	Ton	0	8	0
89	* Do. hemp	,,	0	12	0
90	* Cadjans	Regd. ton of vessel	0	4	0
91	* Do.	Cart-load	0	4	0
92	Cajoo or cachewnuts	Package	0	2	0
93	Cambay stones	Case or package	0	2	0
94	Camphor	Ton	1	4	0
95	Candles	Cwt.	0	2	0
96	Canes—*see* Rattans.				
97	Canvas	Bale	0	3	0
98	Do.	Bolt	0	0	6
99	* Camphor-wood drawers and boxes.	Case	0	4	0
100	Capoor cutchree	Ton	0	12	0
101	Cardamoms	Cwt.	0	2	0
102	Do. bastard—*see* Spices.				
103	Carpets, country	Case or package	0	1	0
104	Do. foreign	,,	0	4	0
105	* Carriages, four-wheeled ...	Each	4	0	0
106	* Do. two-wheeled ..	,,	3	0	0
107	* Carts, country	,,	0	8	0
108	* Cart wheels	Pair	0	4	0
109	Cassa-ware, white metal ..	Ton	0	8	0
110	Catechu	Package of 4 c. ft. and under	0	0	6
111	Do.	Package over 4. c. ft.	0	1	0
112	Cement	Ton	0	8	0
113	Chairs, in bundles	Bundle	0	1	0
114	Chairs, loose	Each	0	0	6
115	Chalk	Ton	0	6	0
116	Charcoal	Regd. ton of vessel	0	2	0
117	* Charpoys	Lach	0	1	0
118	Cheese, in cases	Case	Measurement		
119	Do. loose	Each	0	0	3
120	Chemicals—*see* Drugs and Medicines.				
121	Cheroots and Cigars	Case	Measurement		
122	Chillies, dried	Ton	0	9	0
123	* Chillims, for hookas	One thousand	0	1	0
124	China, copper cash	Ton	0	8	0
125	Do. flower pots	Each	0	0	6
126	Do. garden seats	,,	0	2	0
127	Do. Preserves and Chow-chow	Case of ½ a dozen and under	0	1	0
128	Do. do. ...	Case of over ½ a doz.	0	2	0
129	Do. do. ...	Jar or pot	0	0	3
130	Do. roots	Ton	0	12	0
131	Do. and Japan fancy goods...	Case	Measurement		
132	Do. ware in rolls, large ...	One doz.	0	3	0
133	Do. do. small ...	,,	0	1	6
134	Do. white copper ware ..	Case	0	3	0
135	Chooney	Candy of 8 furrahs or 9 Indian mds.	0	2	0
136	* Chunam, loose	Regd. ton of vessel	0	2	0
137	* Do. in packages ...	Ton	0	8	0
138	* Do. stones	,,	0	4	0
139	* Clay, China and fire	,,	0	8	0
140	* Do. country	Regd. ton of vessel	0	3	0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
141	Clay figures	Case.	0 2 0
142	Clocks...	Case of 8 c. ft. and over	0 8 0
143	Do.	Case of under 8 c. ft.	0 4 0
144	* Coal, coke, cinders, patent fuel and ashes	Ton	0 1 0
145	Do. do. do. ..	Cart-load	0 1 0
146	* Coal shoots	Each	0 4 0
147	Cocoanuts, loose, when numbers are declared ...	One thousand	0 2 6
148	Do. when numbers are not declared	Package	0 1 0
149	Cochineal	Cwt.	0 2 0
150	Cocum	Ton	0 12 0
151	Do. oil	Case or pot	0 4 0
152	Coffee	Ton	0 8 0
153	Do. dross	,,	0 6 0
154	Coins, copper	Box or package	0 1 0
155	Coir fibre	Ton	0 9 0
156	Do. pressed	Bale	0 1 6
157	Do. rope, cable, cordage, and yarn	Ton	0 9 0
158	Colombo root	,,	0 12 0
159	Confectionery	Case	Measurement
160	* Coojas or goblets, Muscat ...	One hundred	0 4 0
161	* Do. do. Goa, common	,,	0 2 0
162	Coormoora (parched rice) ..	Package	0 0 6
163	Coosoomba—*see* Safflower.		
164	* Copper, in sheets, slabs, or tiles	Ton	0 8 0
165	Do. ware and wire ...	,,	0 8 0
166	Do. when no weight is given	Package	Measurement
167	Copperas	Ton	0 12 0
168	Copra	,,	0 9 0
169	Coral	Package or box	0 8 0
170	Do. imitation	Case	Measurement
171	Cordage and hawsers, hemp, Europe and Manilla... ...	Ton	0 12 0
172	Coriander seed	,,	0 9 0
173	Corks	Bale or case	Measurement
174	Cotton, raw, pressed	Bale	0 0 6
175	Do. unpressed	Bale or docra of over 3 cwts.	0 0 6
176	Do. do.	Do. under 3 cwts.	0 0 3
177	* Cotton screw-jacks	Each	0 0 6
178	Couches and sofas	,,	0 2 0
179	Cowries	Ton	0 12 0
180	Crackers, China	Case of one picul of 133 lbs.	0 2 0
181	Do. do.	Case under one picul	0 1 0
182	Crockery, porcelain, and earthenware	Crate or hogshead	Measurement
183	Croton seed (jamalgotee) ...	Ton	0 12 0
184	Cummin seed	,,	1 4 0
185	Cuppas (mat bags)	One hundred	0 4 0
186	Do. do.	Coolie-load	0 0 6
187	Cutlery	Case	Measurement
188	Dammer	Ton	0 9

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
189	Dates, dry	Ton	0	9	0
190	Do. wet	"	0	9	0
191	Do. in pots	One doz. pots.	0	4	0
192	* Dhooleakar (country soda earth)	Regd. ton. of vessel	0	6	0
193	Do. part cargo and in bags	Ton	0	9	0
194	Dhowri flowers	"	0	12	0
195	* Dinner cups (leaves)... ...	Fifteen "hundred	0	0	3
196	* Do. leaves	"	0	0	3
197	Dishes, wooden, large	Score	0	1	0
198	Do. do. small... ..	"	0	0	6
199	* Disinfecting powder... ..	Ton	0	8	0
200	Dragon's blood	Case	0	2	0
201	Drugs and medicines, foreign, not enumerated	Case or package	Measurement		
202	Do. do. country ...	Bag	0	1	0
203	Drums, dubbers and dubbas ...	One hundred	0	12	0
204	Dyes, country, not enumerated.	Ton	0	12	0
205	Do. foreign	Case or package	Measurement		
206	Earthen retorts and piping for drainage	Ton	0	12	0
207	Earthenware, foreign—*see* Crockery.				
208	* Earthenware, country, by cargo boats and coasting vessels	Regd. ton of vessel	0	3	0
209	* Eggs...	Basket or pot	0	0	6
210	Elephants' tusks and Moyes' teeth—*see* Ivory.				
211	Engines, garden	Each	0	4	0
212	Fans	Case	0	2	0
213	Fat, grease, lard and tallow ...	Ton	0	12	0
214	Feathers	Case or package	0	2	0
215	Felt	Bale	Measurement		
216	* Firewood	Regd. ton. of vessel	0	2	0
217	* Do.	Cart-load	0	1	3
218	* Fish, fresh	Mutchwa or bullow per month	2	0	0
219	* Do. do.	Hody per month	1	0	0
220	* Do. do.	Boat manned by 2 men	0	8	0
221	Fish, salted and dried, in packages...	Ton	0	12	0
222	Do. do. loose ...	Regd. ton of vessel	0	8	0
223	Do. do.	Cart-load	0	4	0
224	Fish, tamarind	Keg	0	1	0
225	Fishmaws	Ton	1	4	0
226	Fishing nets, new	Each	0	2	0
227	Do. tackle	Case	0	2	0
228	Fish, roe	Pot or package	0	1	0
229	Flax	Bale	0	2	0
230	Flour	Ton	0	3	0
231	Flour in barrels, no weight given	Barrel	0	1	0
232	* Fruits, fresh, foreign ..	Case	0	1	0
233	* Do. do.	Barrel	0	1	6
234	* Do. from Zanzibar and Muscat...	Basket	0	0	6
235	* Do. from Cabul	Large basket or jambil	0	6	0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
236	* Fruits, fresh, country ...	Regd. ton. of vessel	0	2	0
237	* Do. do. part cargo ...	Cart-load	0	1	6
238	* Do. country	Coolie-load	0	0	3
239	Fruits, dry, not enumerated ...	Ton	0	12	0
240	Do. from Europe	Case	Measurement		
241	Furniture, not accompanying passengers ...	,,	Do.		
242	Gallnuts—*see* Myrabollams.				
243	Ganja (*cannabis indica*) ...	Ton	1	4	0
244	Garlic	,,	0	12	0
245	Ghee	,,	0	12	0
246	Ginger, dry (Soonth)	,,	0	8	0
247	* Do. green	Regd. ton. of vessel	0	2	0
248	* Do. do. part cargo ...	Cart-load	0	1	6
249	Do.	Coolie-load	0	0	3
250	Glass-ware	Hogshead	Measurement		
251	Glass, window	Box	0	1	0
252	Do. broken	Package	0	1	0
253	Glue	Ton	1	0	0
254	Goat's hair, loose, in bundles ...	Bundle or package	0	0	6
255	Do. do. pressed	Bale	0	1	0
256	Gold leaf—*see* Bullion.				
257	Do. mock	* Box or package	0	1	0
258	Gold and silver lace or jurry ...	,,	0	4	0
259	Grain of all kinds, loose and in bags...	Per ton of 3 candies 8 furrahs or 9 Indian maunds to candy	0	4	3 For export only.
260	* Grass, Green	Regd. ton. of vessel	0	2	0
261	* Do.	Cart-load	0	1	0
262	Grass-oil	Case or Pot	0	4	0
263	Grinding-stones, country ...	Pair	0	0	6
264	Groundnuts	Ton	0	6	0
265	Gums of kinds, not enumerated.	,,	1	0	0
266	Gunny-pieces and bags ...	Bale	0	3	0
267	Do. do. ..	Half bale	0	1	6
268	Do. do. ...	Bundle of 50 pieces	0	0	9
269	Gunpowder	Separate Scale of rates.			
270	Guns, large, cannons, howitzers, &c.—*see* Military Stores and Arms.				
271	Sporting rifles, fowling pieces, &c.	Each	0	3	0
272	Pistols, revolvers, &c.... ..	,,	0	2	0
273	Haberdashery, millinery, and hosiery	Case	Measurement		
274	Hams, in cases	,,	Do.		
275	* Do. loose	Each	0	0	3
276	* Hardware	Ton	0	12	0
277	Do. when no weight is given	Package	Measurement		
278	Harmoniums and Organs..	If under 20 cubic feet .....each	0	6	0
		If 20 c. ft. & under 30 c. ft. ,,	0	9	0
		Do. 30 do. do. 40 do. ,,	0	12	0
		Do. 40 do. do. 50 do. ,,	1	0	0
		Do. 50 do. do. 60 do. ,,	1	10	0
		Do. 60 do. do. 70 do. ,,	2	10	0
		Do. 70 do. do. 80 do. ,,	4	0	0
		Do. 80 do. and over ..... ,,	5	0	0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
279	Harness and harness requisites.	Case	Measurement
280	Hats and Caps—*see* Haberdashery and Millinery.		
281	* Hay and straw	Regd. ton. of vessel	0 2 0
282	* Do. pressed	,, Bale	0 0 6
283	* Do. in bundles	,, Cart-load	0 1 0
284	Hemp, loose, in bundles ...	Ton	0 9 0
285	Do. pressed	Bale	0 1 0
286	Hessians	,,	0 3 0
287	* Hides, buffalo, &c.	One hundred	0 8 0
288	Honey	Package or pot	0 1 0
289	Hookas (cocoanut shells) ...	Package	0 1 0
290	Horns, buffalo, bullock, & deer.	Ton	0 12 0
291	Hulwa, in plates	Doz. Plates	0 1 0
292	Do. in jambils	Doz. Jambils	0 0 6
293	*Husk or chaff for burning bricks	Regd. ton. of vessel	0 2 0
294	* Do. for animals	Candy of 8 furrahs or 2¼ cwts.	0 1 0
295	Ice (small quantities for daily consumption on board to pass free)	Ton	0 8 0
296	Incense—*see* Olibanum.		
297	Indian condiments	Case	Measurement
298	Indigo...	Ton	1 0 0
299	Ink	Case	0 3 0
300	Do.	Cask	0 4 0
301	Instruments, drawing, mathematical, musical, and others not enumerated	Case or package	Measurement
302	Ironmongery	Ton	0 12 0
303	Do. when no weight is given	Case	Measurement
304	* Iron, bar, hoop, pig, rod, scrap, sheets, bands, angle, T, old, and steel hoops ...	Ton	0 6 0
305	* Iron, other than the foregoing, including girders, castings, pipes, &c., under 1½ tons weight	,,	0 8 0
306	Ivory and Elephant tusks ..	Cwt.	0 2 0
307	Do. ware	Package	0 4 0
308	Jaggery	Ton	0 6 0
309	Jars, fancy, large, China & Japan	Each	0 1 0
310	Do. Common, large	One hundred	2 0 0
311	Do. do. small	,,	1 0 0
312	Jewellery and trinkets	Box or package	0 8 0
313	Do. do. imitation ...	Case or package	0 2 0
314	Jute, raw, loose	Ton	0 9 0
315	Do. pressed	Bale	0 1 0
316	Kegs	One doz.	0 2 0
317	Khootwood	Ton	0 12 0
318	Kuskus for tatees	Package	0 1 0
319	Kerosine oil	Case of 8 Imp. gals.	0 0 6
320	Lac	Ton	1 0 0
321	Lac-dye	Package	0 2 0
322	Lavender flowers	,,	0 1 0
323	Lanterns, country	One doz.	0 0 6
324	Lead, pig, piping, sheets, & rolls	Ton	0 8 0
325	Do. black, white, and red ...	,,	0 12 0
326	Do. shot	,,	0 12 0
327	Leather, country	Bundle of 25	0 2 0
328	Leather foreign	Case or package	Measurement

No. of item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
329	Liquorice-root	Ton	0 12½ 0
330	Liquors, foreign and country —*see* Spirits.		
	* Live stock—		
330*a*	Elephants exclusive of crane hire	Each	2 0 0
331	Horses—See foot note to item No. 74	,,	1 0 0
332	Cows and buffaloes.	,,	0 4 0
333	Mules	,,	0 12 0
334	Donkies	,,	0 8 0
335	Calves and pigs	,,	0 2 0
336	Goats and sheep	,,	0 1 0
337	Deer	,,	0 2 0
338	Goats and sheep	Per 100	1 8 0
339	Dogs and monkeys	Each	0 1 0
340	Turkeys and geese... ..	One doz.	0 2 0
341	Fowls and ducks	,,	0 1 6
342	Tigers, bears, and other wild animals	Each	2 0 0
343	Pigeons, Quails & Partridges	Per doz.	0 1 0
344	Other small birds	Free	...
	Small birds or animals as pets, such as cats, monkeys, &c., in charge of the owner... ...	,,	...
345	Luggage of European sailors, ship captains, naval officers, members of the water police, and preventive officers, while proceeding on or off duty on board	,,	...
346	* Passengers' Luggage ...	,,	...
347	Do. brought by native coolies	,,	...
348	Madder or Munjeet	Ton	0 12 0
349	* Marble and marble slabs ...	,,	0 12 0
350	Marking nuts (bellama) ...	Package	Measurement
351	* Masts of mutchwas & padows	Each	0 1 0
352	* Do. of buggalows, cottias, and pattimars	,,	0 2 0
353	Matches, English	Case	Measurement
354	Do. country (Dewasali) ..	Bundle	0 0 6
355	Mats, of sorts, foreign... ...	Package of 50	0 1 6
356	Mats, country...	Package of 100	0 2 0
357	Do. cane	Roll of 25	0 2 0
358	Machinery—*see* Special rates, page 690.		
359	Matting, Coir	Roll	0 1 0
360	Do. rolls of coir carpet ..	,,	0 2 0
361	Medicine—*see* Drugs.		
362	Metals, not enumerated ..	Ton	0 8 0
363	* Mill and foundation stones ...	,,	0 8 0
364	Millinery—*see* Haberdashery.		
365	Molasses and treacle	,,	0 12 0
366	Mother-o'-pearl shells	,,	1 0 0
367	Military stores, arms, equipment	,,	0 12 0
368	Military stores, when no weight is given	Case	Measurement
369	Mineral waters	Case or Cask	0 1 0
370	Mowra and mowra flowers ...	Ton	0 6 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
371	Myrabollams	Ton	0	6	0
372	Myrrh	„	1	4	0
373	Nails, of sorts	„	0	8	0
374	Naptha	Case of 10 gals.	0	1	0
375	Nowsagur—*see* Salamoniac.				
376	Nux vomica	Ton	0	12	0
377	Oars, country	One doz.	0	1	0
378	Ochre, of kinds	Ton	0	8	0
379	Oils, linseed, castor, and other vegetable ... — ...	Tin, drum or case, up to 10 gals.	0	1	0
380	Do. do. do. ...	Ton	0	12	0
381	Do. perfumed, of sorts ...	Case or pot	0	4	0
382	Oil-cake	Ton	0	9	0
383	Oilman's stores	Case	Measurement		
384	Olibanum	Ton	0	12	0
385	Opium	Chest of 140 lbs.	1	0	0
386	Do.	Half chest	0	8	0
387	Orsidue or brass leaves ...	Package	0	0	6
388	Overland post parcels	Each	0	0	6
389	Paints, oil	Ton	0	12	0
390	Palanquins and doolies ...	Each	0	8	0
391	Paper, of kinds	Bale	0	2	0
392	Papudkhar (country soda) ...	Ton	0	9	0
393	Paraline and petroleum—*see* Kerosine.				
394	Patch leaves	Case	0	2	0
395	Pearls	Box or package	0	8	0
396	Do. imitation	„	0	2	0
397	Pepper of kinds & pepper Roots.	Ton	1	4	0
398	Perfumery, hair oils, pomades, &c., unenumerated	Case	Measurement		
399	Pianofortes	Each	2	0	0
400	Piece-goods, cotton	Bale	0	1	0
401	Do. silk and velvets ...	„	0	6	0
402	Do. cotton and silk, large bales ...	„	0	6	0
403	Do. and woollens ...	„	0	2	0
404	Pipes, clay, smoking, common.	Case	0	1	0
405	Pistachio nuts...	Ton	1	0	0
406	Pitch	„	0	12	0
407	Plants, shrubs, and trees ...	Cart-load	0	4	0
408	Do. do. ...	Coolie-load	0	0	6
409	Plants for Public Gardens in India	Free	...		
410	Platedware—*see* Bullion.				
411	Plums—*see* Dry Fruits.				
412	Porcelain—*see* Crockeryware.				
413	Poultry & Birds—*see* Live Stock				
414	Pawa	Package	0	0	6
415	Precious stones	Box or package	0	8	0
416	Provisions, fresh, for daily use on board ...	Free	...		
417	Provisions, fresh, for voyage ...	Coolie-load	0	1	0
418	Padwas	Ton	0	12	0
419	Quicksilver	Bottle	0	2	0
420	Railway Plant and materials ...	See special rates	at p. 690.		
421	Rafters—*see* Timber.				
422	Rags	Bale or package	0	1	0
423	* Rattans	Ton	0	12	0
424	* Rattans, Malacca	One doz.	0	1	0
425	* Reeds	Bundle	0	0	6

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
426	* Reeds	Cart-load	0 4 0
427	* Road-metal	Regd. ton of vessel	0 2 0
428	Rose-flowers, dried ...	Ton	0 12 0
429	Rose-water	Case	0 1 6
430	Do.	Carboy	0 0 6
431	Rosin	Ton	0 12 0
432	Safflower (Coosoomba)... ...	,,	1 0 0
433	Saddlery—*see* Harness and Harness Requisites.		
434	Sago	,,	0 12 0
435	Do.	Case or package	Measurement
436	* Sails of buggalows, cotias, and pattimars ..	Each	0 4 0
437	* Do. of padows ...	,,	0 2 0
438	* Do. of mutchwas ...	,,	0 1 0
439	Sallum-misree	Ton	2 8 0
440	Salammoniac	,,	0 12 0
441	* Salt, country	Regd. ton of vessel	0 2 0
442	Saltpetre	Ton	0 12 0
443	Samada stones	,,	0 12 0
444	Samples and trusses ...	Parcel	0 1 0
445	Do. do.	Case	Measurement
446	* Sand deposited on wharf ...	Ton	0 2 0
447	* Do. do. on hard ...	,,	0 1 6
448	Sandalwood	,,	1 0 0
449	Do. boxes and ware ...	Package	0 2 0
450	Sapanwood	Ton	0 10 0
451	Scinde work	Case or package	0 2 0
452	Seeds—oil, linseed, teel, castor, rape, mustard, niger, poppy, &c.	Ton	Import, 0 6 0 / Export, 0 5 0
453	Seeds, other than oil seeds, not enumerated	,,	0 12 0
454	Senna leaves	,,	0 12 0
455	Shark-fins	,,	1 4 0
456	Sajeera	,,	0 12 0
457	Shawls, Cashmere and Delhi ...	Case or package	0 8 0
458	Do. Europe	,,	Measurement
459	Shells, in cases, unenumerated.	,,	0 2 0
460	Do. loose and in bags, unenumerated	Ton	0 12 0
461	Shellac	,,	1 0 0
462	Shikakai	,,	0 12 0
463	Shooks, barrel...	Each barrel	0 0 6
464	Silk, raw	Case or bale	0 3 0
465	*Skins, goat and sheep, tanned.	,,	0 2 0
466	* Do. do. untanned ...	Per 50	0 1 0
467	Soap, perfumed, foreign ...	Case	Measurement
468	Do. bar do. ...	,,	Do.
469	Do. country, bar and soft ...	Ton	0 12 0
470	Soapnuts	,,	0 12 0
471	Soda, foreign	Case	0 2 0
472	Do. country—*see* Papudkhar.		
473	Supras (winnowing fans) ..	One hundred	0 2 0
474	Soorungy	Ton	0 12 0
475	*Spelter and solder	,,	0 8 0
476	Spices—cinnamon, mace, cloves, nutmegs, bastard, cardamoms, and other unenumerated (for cardamoms, *see* Special Rate).	Ton	0 10 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
477	Spirits and wines, foreign, in wood	Per Imp. gal.	0 0 2
478	Do. do. do. in bottles	1 doz. qts. or 2 doz. pints	0 1 0
479	Do. country...	Three Imp. gals.	0 0 2
480	Do. beer, porter, &c.—*see* Ale.		
481	Stationery, unenumerated ...	Case	Measurement
482	Do. do. ...	Cask	Do.
483	Staves, barrel—*see* Shooks.		
484	* Steel	Ton	0 8 0
485	* Stones, ballast—*see* Ballast.		
486	* Do. laddy, paving, and sand dressed. ...	Regd. ton of vessel	0 2 0
487	* Do. do. do.	Cart-load	0 2 0
488	* Do. do. do. undressed & rough	Ton	0 2 0
489	* Do. rollers of, large ...	Each	0 4 0
490	* Do. do. small ...	,,	0 2 0
491	* Stoneware, country	Cart-load	0 6 0
492	* Do do.	Package	0 1 0
493	* Stores, old, marine	Cart-load	0 4 0
494	* Suffrys for making mat bags..	,,	0 4 0
495	Sugar and Sugarcandy ...	Ton	0 8 0
496	Sugar, loaf or chopped. ...	Per Case under 1 cwt.	Measurement
497	Sugar, loaf	Case weighing 1 cwt. and over	0 2 0
498	* Sugarcane	Regd. ton of vessel	0 2 0
499	* Do.	Cart-load	0 1 6
500	Do.	Per cooly load	0 0 3
501	Sulphur	Ton	0 12 0
502	Sweetmeat, native	Case or package	0 2 0
503	Do. do.	Pot or basket	0 0 6
504	Syrup and sherbet	Case	0 2 0
505	Tallow—*see* Fat.		
506	* Tamarind, raw and green ...	Regd. ton of vessel	0 2 0
507	* Do. do. ..	Cart-load	0 1 6
508	Do. do. ...	Per cooly load	0 0 3
509	Do. preserved (ambli)...	Ton	0 12 0
510	Tar	,,	0 12 0
511	Tea	Per package up to 15 lbs.	0 0 6
512	Do.	Per package above 15lbs. and up to 30lbs.	0 1 0
513	Do.	Package above 30lbs. and for every 60lbs.	0 2 0
514	* Tents, double-poled... ...	Each	1 0 0
515	* Do. single-poled	,,	0 8 0
516	* Do. rowtees	,,	0 4 0
517	* Do. bechobas	,,	0 2 0
518	* Tiles, country.	Regd. ton of vessel	0 2 0
519	* Do. do.	Per cart-load	0 1 0
520	Do. flooring, packed. ...	Ton	0 12 0
521	* Do. foreign and Mangalore.	Regd. ton. of vessel	0 2 0
522	Do. do. ...	Per cart-load	0 1 0
523	† Timber, blackwood, ebony, teak, and pine, in large squares, planks, and scantlings	Ton of 50 c. ft.	0 8 0

† On Timber removed from one basin to another on the foreshore no export wharfage fee will be charged.

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
524	* Timber bhendy, jungle, and rafters	Regd. ton of vessel	0	6	0
525	* Do. rafters, by raft ...	Cart-load	0	4	0
526	* Tin of kinds	Ton	0	8	0
527	Tin plates	Case	0	0	6
528	Tobacco, country, in leaf, unmanufactured	Bale	Measurement		
529	Tobacco, foreign, manufactured, but not cheroots	Case	0	2	0
530	Tortoiseshells	,,	0	4	0
531	Toys	,,	Measurement		
532	Trunks & boxes, country, empty.	Of 6 c. ft. and under, each	0	0	6
533	Do. do. do. ...	Of over 6 c. ft., each	0	1	0
534	Do. foreign ...	...	Measurement		
535	Do. camphor-wood drawers	Each piece	0	4	0
536	Turmeric	Ton	0	12	0
537	Turpentine	Per tin, drum, or case up to 10 gals.	0	1	0
538	Twine, country.	Ton	0	12	0
539	Twist and yarn.	Bale	0	1	0
540	Umbrellas	Case or package	Measurement		
541	Varnish	Case of 5 gals.	0	1	0
542	* Vegetables, fresh	Regd. ton. of vessel	0	2	0
543	* Do. do.	Cart-load	0	1	6
544	* Do. do.	Coolie-load	0	0	3
545	Vermilion	Ton	0	12	0
546	Do.	Case	0	1	0
547	Vinegar, country	Hogshead	0	2	0
548	Do. do.	Pot or Carboy	0	0	6
549	Wines, liquors, &c.—*see* Spirits.				
550	Wire, of sorts, not enumerated.	Ton	0	12	0
551	Do. when no weight is given.	Case	Measurement		
552	Wool, Berlin—*see* Haberdashery				
553	Do. raw, unpressed... ...	Bale up to 1½ cwt.	0	2	0
	Do. do.	Bale or Docra up to 3 cwts.	0	3	0
554	Do. raw	Bale or bora above 3 cwts.	0	4	0
555	Do. pressed... ...	Bale	0	1	0
556	Woollens—*see* Piece Goods.				
557	* Walnuts—*see* Akroots.				
558	Waste Cotton, twist and wool..	Bale	0	0	6
559	Watches, gold and silver ...	Case	0	8	0
560	Do. other than above ...	,,	0	4	0
561	Whiting	Ton	0	8	0
562	* Yellow metal, sheets	,,	0	8	0
563	* Zinc sheeting.	,,	0	8	0
	Charges for measurement.				
	On all Goods not enumerated, if in cases, bales, crates or casks, and on all goods specified to be charged for by measurement, the rates will be :—				
564	If under 4 cubic feet	Package	0	1	0
565	If of 4 and under 6 cubic feet ...	,,	0	2	0
566	If of 6 and under 10 cubic feet...	,,	0	2	6
567	If of 10 and under 15 cubic feet.	,,	0	3	0
568	If of 15 and under 20 cubic feet.	,,	0	4	0
569	If of 20 and under 30 cubic feet.	,,	0	6	0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
570	If of 30 and under 40 cubic feet.	Package	0	7	0
571	If of 40 and under 50 cubic feet.	,,	0	8	0
572	If of 50 and under 60 cubic feet.	,,	0	10	0
573	If of over 60 cubic feet... ...	,,	0	12	0
574	On all goods not enumerated, chargeable by weight, the rate will be :— ...	Ton	0	12	0
575	All descriptions of packages of goods rated in this table of fees, excepting gold leaf, bullion, plate, gold and silver watches, ivory, jewellery, opium, perfumed oils, corals, pearls, precious stones, if measuring under 4 c. feet, will be charged	Package	0	1	0
576	Provisions and furniture for pic-nic and excursion parties will be allowed to pass free.				
577	Four annas will be levied for each duplicate chappa or receipt issued.				
578	Four registered candies are to be considered equal to one ton, and in grain, &c., 3 candies of 9 Indian maunds each.				

Tonnage Fees and Basin Rents.

1. Cargo boats and barges coming alongside the Port Trust wharves or into the Port Trust basins for discharging or receiving, will be charged :—

		Rs.	a.	p.
Cargo boats up to 20 tons each	per month	0	4	0
Do. over 20 tons, and up to 30 tons each ..	,,	0	8	0
Do. over 30 tons, each	,,	1	0	0
Barges up to 60 tons, each	,,	2	0	0
Do. over 60 tons, each	,,	3	0	0
Ferry steamers, each	,,	100	0	0

2. Coasting vessels, excepting those specified in Section 4, arriving at, or departing from, any of the Port Trust wharves or basins, will be charged per registered ton Rs. 0-1-0.

3. Coasting vessels, with the exception of those shown in the following section, will, for the charge as per preceding section, be allowed to remain at the wharves or in the basins for the purpose of discharging or loading, three days in the case of vessels of 20 tons burden and under, and six days in the case of vessels of over 20 tons burden. Any period in excess of those days will be charged for according to the following scale :—

		Rs.	a.	p.
Vessels up to 20 tons burden	per day	0	8	0
Do. over 20 tons and up to 30 tons ...	,,	0	12	0
Do. over 30 tons and up to 40 tons ...	,,	1	8	0
Do. over 40 tons	,,	2	0	0

4. Vessels arriving at any of the Port Trust Bandars from the undermentioned ports, or from any ports lying within the line of Kennery Island, and to the south of Kalyan, Bhewndi, or leaving the Port Trust

Bandars for the same ports, will be charged half the rates shown in Sections 2 and 3, but will only be allowed four free days :—

"Antora, Kalyan, Karanja, Nagotna, Uran, Rewas, Thullajah, Belapur, Chimbur, Mowel, Nowasewa, Pen, Thana, Thull, Bhewndi, Dharamatar, Mandwa, Oolwa, Panvel, Trombay."

5. Cargo boats and barges lying alongside any Port Trust wharf, and not discharging freely within 48 hours, will be charged :—

		Rs. a. p.
Cargo boats and barges from 10 to 25 tons, each	per day	0 4 0
Do. over 25 and up to 50 tons ...	,,	0 8 0
Do. over 50 tons	,,	1 0 0

6. Cargo boats, barges, and coasting vessels lying empty in the Port Trust basins or alongside the wharves will be charged :—

		Rs. a. p.
Barges, each	per day	0 8 0
Cargo boats	,,	0 4 0
Muchwas and jolly boats	,,	0 2 0
Hodies	,,	0 1 0

7. Boats engaged for hire in landing and embarking passengers, to include the privilege of carrying cargo to and from the Bandars, will be charged :—

		Rs. a. p.
Steam launches	Each per month	3 0 0
Jolly boats, bandar boats, dingees and muchwas	,, ,,	1 0 0
Cargo boats	,, ,,	1 8 0
Bullows	,, ,,	1 8 0
Hodies	,, ,,	0 8 0

Ships', Customs', Water Police, Government boats, Yachts, Dubashes', Stevedores', Doctors' and Surveyors' boats...Free.

Hard Fees.

8. Vessels using the Hards south of Tank Bandar for oiling and repairing will be charged :—

		First day. Rs. a. p.	Each succeeding day. Rs. a. p.
Bumboats and jolly boats...	each	0 6 0	0 2 0
Tonies	,,	0 3 0	0 1 6
Boats, from 10 to 15 tons...	,,	0 8 0	0 3 0
Do. over 15 to 25 tons...	,,	1 0 0	0 6 0
Do. over 25 to 100 tons...	,,	2 0 0	1 0 0
Do. over 100 tons	,,	4 0 0	2 0 0

9. Vessels using the Hards north of the Mazagon Reclamation for oiling and repairing will be charged :—

		First day. Rs. a. p.	Each succeeding day. Rs. a. p.
Tonies	Each	0 1 0	0 0 6
Bumboats and jolly boats	,,	0 2 0	0 1 0
Boats, from 5 to 15 tons	,,	0 3 0	0 1 6
Do. over 15 and up to 20 tons ...	,,	0 5 0	0 2 0
Do. over 20 and up to 30 tons ...	,,	0 8 0	0 3 0
Do. over 30 and up to 50 tons ...	,,	1 0 0	0 6 0
Do. over 50 and up to 100 tons ..	,,	2 0 0	1 0 0
Do. over 100 tons	,,	3 0 0	1 8 0

10. Harbour craft and barges getting broken up on the Hards

will be charged, in addition to wharfage fees, for materials removed, per ton, Rs. 0-2-0.

11. Coasting and country craft, buggalows, cottias, pattimars, and square-rigged vessels getting broken up on the Hards will be charged, in addition to wharfage fees, for materials removed, per ton, Rs. 0-4-0.

Charges for vessels using the slip at Malet Bunder for oiling and repairing :—

		Rs.	a.	p.
Jolly Boats each	... per diem	0	8	0
Steam Launches	,,	1	0	0
Boats from 10 to 15 tons	,,	2	0	0
Boats over 15 to 25 tons	,,	3	0	0
Do. 25 to 100 tons	,,	4	0	0
Do. 100 to 150 tons	,,	5	0	0
Do. 150 tons	,,	6	0	0

12. Vessels and timber lying on the Hards north of the Mazagon Reclamation will be charged :—

		Rs.	a.	p.
Pattimars and cottias, each	per mensem	2	0	0
Cargo boats and gulbuts	,,	1	0	0
Muchwas	,,	0	8	0
Hodies	,,	0	4	0
Timber, for first 12 months	per ton	0	4	0
Do. on renewal	,,	0	8	0

13. Vessels lying on the Hards south of Tank Bandar will be charged double the rates in preceding section.

Cranage Fees.

14. These fees will be chargeable as follows :—

		Rs.	a.	p.
Elephants hand crane	each	2	0	0
,, steam crane	,,	3	0	0
Horses included in wharfage, cows, and buffaloes.	,,	0	8	0
Calves	,,	0	4	0
Bale and box goods and other merchandise up to 1½ tons, by hand crane	per ton	0	4	0
Do. do. by steam crane	,,	0	6	0
Metals, machinery, &c., above 1½ tons to 3 tons, by hand crane	,,	0	6	0
Do. do. by steam crane	,,	0	8	0
Do. do. above 3 to 6 tons by hand crane ...	,, ,,	0	8	0
Do. do. above 6 tons	,,	1	0	0

The above charges, when hand cranes are used, do not include labour.

The cranage on mules and donkies is included in the wharfage rates.

15. At Tank Bandar logs of timber by derrick will be charged, per cart-load... ... ... Rs. 0 1 0

Fees for Water.

16. Vessels coming to the Port Trust Bandars for water will be charged :—

		Rs.	a.	p.
Boats, small	Each per trip	0	2	0
Cargo boats	,, ,,	0	4	0
Coasting vessels of 25 tons and under ..	,, ,,	0	8	0
Do. of over 25 and up to 40 tons ...	,, ,,	0	12	0
Do. of over 40 tons	,, ,,	1	0	0
Steam barges	,, ,,	0	8	0

Vessels that have paid the tonnage fees, will be exempted from these charges.

Rents.

17. All goods marked with an asterisk * will be allowed to remain free of rent as under. Should they not be removed within the prescribed time, rent will be charged at the rates placed below :—

If on wharf front or roads, 48 hours ... ...Rs. 30 per 500 sq. ft.
If in sheds, 3 days ... ... ,, 20 ,, ,,
If on Bandars 30 feet behind wharf, 5 days ... ,, 15 ,, ,,

18. Goods not marked with an asterisk—

A.—Goods subject to Imperial Duty and duty-free Piece-goods and Yarn will be allowed 7 days free of rent if stored in sheds, or kept 30 feet behind the wharf front.

B.—Free goods, for which importers have to prepare Import Gate Notes, will be allowed 5 free days if in sheds, or 30 feet behind the wharf.

C.—Free goods, from free ports, which can be passed on the Manifest, will be allowed 3 days if in sheds, or 30 feet behind wharf front.

D.—Goods on the wharf front will only be allowed 48 hours free of charge.

After the free days allowed in A. B. C. have expired, extra fees on goods except cotton, will be incurred for every three days or part of three days at the rate of wharfage fee to which the goods may be liable ; and in the case of D. the extra fee will be incurred for every 48 hours or part thereof. For cotton deposited in the sheds or on the wharf extra fees will be levied at the rate of one wharfage fee for every day in excess of the free time.

Charges for Scales.

	Rs.	a.	p.
19. Scales for weighment of goods when placed on the wharf fronts in sheds or on roads, will be charged on account of space occupied per scale per day...	0	8	0
When placed on any other part of the Bandar, the charge will be per scale per day	0	6	0

Arrangements may be made with the Traffic Manager to have space for scales at a monthly rental.

No scale fees will be charged at the Colaba Bandars or at the Apollo Reclamation.

	Rs.	a.	p.
20. Goods, excepting wet dates and jaggery, when re-packed on the Bandars, will be charged, per package	0	0	6
Do. wet dates and jaggery, per package ...	0	0	3

21. In computing the number of days for charging rents and extra fees, the following days will be omitted :—

1.—For goods not liable to Imperial duty. { Sundays, Christmas Day, New Year's Day, Good Friday, the Sovereign's Birthday, and any Fast or Thanks-giving Days ordered by Government, or any special occasions ordered by the Trustees.

2.—For goods liable to Imperial duty. { Same as above, and in addition any other days on which Imperial duty may not be received at the Custom House.

22. Warehouse, shed, and ground rents not fixed will be charged at rates to be arranged with the Traffic Manager.

Transhipment.

25. Goods transhipped in any of the Port Trust Basins will be charged half wharfage fees, if due notice of the intention to tranship be previously given.

24. Goods landed for transhipment will, if previous notice be given of the intention to tranship, be charged half wharfage fees on the landing, and half wharfage fees on the re-shipment.

Shut-out Goods.

25. Goods shipped from the Port Trust Bandars, but which may be re-landed in consequence of being shut out from vessels, will be charged half wharfage fees on the re-landing, and half wharfage fees on the re-shipment.

Work at Nights and on Holidays.

26. Work at nights, on Sundays, and on the General Public Holidays, New Year's Day, Good Friday, the Queen's Birthday, and Christmas Day, will be permitted on the Port Trust Bandars, with the Traffic Manager's consent, on payments of the following charges :—

For Sunday work, sunrise to sunset	Rs.	10
„ Half-day, from sunrise to noon, or from noon to sunset	„	5
„ Public holidays (whole or part day)...	„	10
„ Night work, sunset to mid-night	„	5
„ „ from sunset to sunrise, or for any work between mid-night and sunrise	„	10

Re-landed and Re-packed Goods.

27. Goods shipped from the Trustees' Bandars, if subsequently re-landed for re-packing or re-pressing, will be charged half wharfage fees on the re-landing, and half wharfage fees for the re-shipment.

Vessels put back from Stress of Weather.

28. Vessels that may put back through stress of weather or in distress will, should wharfage fees on the cargoes have been paid before the vessels put to sea, be permitted to re-land and re-ship goods, if necessary, on the same terms as goods for transhipment.

Outlying Bandars.

29. Goods landed and shipped at the Chaupati, Mahim, and Warli Bandars, and at the Bandars north of the Frere Land Reclamation, will be charged half the rates laid down in this table for wharfage, rents, &c.

30. *Special Rates for Boilers, Machinery, Railway Plant and Materials.*

——	Wharfage.
	Rs. a. p.
Up to ½ of a ton	0 6 0
Over ½ and not exceeding 8 tons	0 10 0
„ 8 „ 100 „	1 6 0

Note.—Rules 23 and 24 apply only to goods transhipped under Chapter XII. of Sea Customs Act without Import or Export documents.

Machinery in pieces will be charged by measurement or weight at option of Traffic Officers; if by measurement, forty cubic feet will be considered a ton.

Railway Siding Fees.

31. For the use of the Railway Sidings on Port Trust Estate, other than the Prince's Dock Sidings, the following charges will be levied :—

For Salt loaded or unloaded, 3 annas per ton.
„ Coal do. do. 2 do.
„ Firewood, charcoal and timber, Rs. 1¼ per loaded wagon.
„ Cattle, Rs. 1¼ per wagon.
„ State Railway Materials, special rates to be fixed by Trustees, not exceeding 4 annas per ton.
„ All other goods, 4 annas per ton.

Carts and Cattle Fees.

32. Carts and cattle kept on the Port Trust property will be charged as under :—

Carts—6 annas per month or part of a month. If within Customs limits 2 annas per night.

Buffaloes—12 annas per month or part of a month.

Bullocks—6 annas per month or part of a month.

By order of the Trustees,
G. MANSON,
Secretary.

BOMBAY PORT TRUST.

PENSION AND PROVIDENT FUND RULES.

1. For the purposes of these rules the servants of the Trust shall be divided into the following classes :—

(A) Superior servants, as defined in the Civil Pension Code.
- I. Those appointed by Government in connection with the Harbour Properties prior to the formation of the Trust.
- II. Those appointed by the late Harbour Board.
- III. Those taken over by Government from the late Elphinstone Company.
- IV. Those appointed by Government subsequent to the purchase of the Elphinstone Property.
- V. Those taken over from Government with the Apollo Bonded Warehouses.
- VI. Those appointed by the Trustees.
- VII. Harbour Masters and Pilots.

(B) Inferior servants, as defined in the Civil Pension Code.

These rules shall not be held to apply to labourers, artizans, &c., paid by daily wages, and not borne on the establishment list of the Trust.

2. All superior servants of the Trust, other than Pilots, who were taken over from Government at the formation of the Trust in 1873, that is to say, Classes I. to V. as above defined, shall be admitted to the benefit of the Uncovenanted Service Rules applicable to Government servants of corresponding position, and shall be entitled, or otherwise, to pension or gratuity on retirement, according as their service does or does not fulfil the conditions laid down in the Code.

3. The service of Classes I. to V. for pension under the Uncovenanted Rules shall be reckoned from the dates of their first being appointed or transferred to the service of Government, provided that Government undertakes to pay a share of the pension proportionate to the period during which the officer pensioned served Government prior to the establishment of the Trust in 1873 in any department not paid from Port Funds.

4. Should Government decline this condition, then, except in the case of officers and servants specially provided for in Section 22 of the Bombay Port Trust Act 1879, and except as hereinafter provided, service shall be reckoned from the first establishment of the Port Trust in 1873. Should any superior servant desire to count the time served under Government prior to 26th June 1873 upon any property or in connection with any fund vested in the Bombay Port Trust on that date, he may do so on condition that a deduction is made

in the amount of his pension proportionate to the time served prior, to 26th June 1873.

5 For all superior* permanent servants of the Trust appointed under the present or former Port Trust Act, and also for all Harbour Masters and Pilots, that is to say, for Classes VI. and VII. as defined in Rule 1, a Provident Fund shall be established, to be maintained partly by their own subscriptions, and partly by contributions from the Trust.

6. Subscriptions to the fund shall be compulsory on all officers appointed subsequently to its establishment.

7 Superior permanent† servants belonging to Class VI., also Harbour Masters and Pilots already in the service of the Trust,

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* TRUSTEES' RESOLUTION No. 15, dated *3rd January*, 1884.

Read letter from the Dock Superintendent, dated 7th December, enquiring whether a Bill Collector is to be classed amongst superior or inferior servants, and whether he is entitled to Pension or Provident Fund Rules.
Read Minutes of members of Establishment Committee.

Resolution 15.—Bill Collectors should be treated as "Shroffs" in Government service. Their service being inferior if the pay does not exceed Rs. 15 a month.

TRUSTEES' RESOLUTION No. 16, dated *3rd January*, 1884.

Read Memo. from Dock Superintendent, dated 5th December, forwarding application from two Dock Carpenters asking permission to join the Provident Fund.
Read Minutes of members of Establishment Committee.

Resolution 16.—The service of the Carpenters in question should be considered as "inferior."

† TRUSTEES' RESOLUTION No. 215, dated *8th April*, 1884.

Read Memo. from Engineer, dated 15th December, submitting petition of five Time-keepers for permission to join the Provident Fund.
Read Minutes of members of Establishment Committee.

The Chairman recommends that the following should be considered as belonging to the permanent staff to whom the Provident Fund Rules should apply :—

1. Time-keeper, Hydraulic Engine House.
2. Do. Work-shops.
3. Check Clerk, General Works.
4. Time-keeper, General Works.

But that the appointment of Assistant Time-keeper, Workshops, cannot be considered sufficiently permanent to entitle him to join the Fund.

Resolution 215.—The recommendation of the Establishment Committee is approved of.

TRUSTEES' RESOLUTION No. 323, dated *5th June*, 1884.

Read letter from the Engineer, dated 19th May, forwarding application from Pestonjee Pallonjee, Time-keeper on board the dredger "Teredo," for permission to join the Provident Fund.
Read report by Assistant Secretary, dated 23rd May.
Read Memo. by Engineer, dated 26th May.
Read Minutes of members of Establishment Committee.

Resolution 323.—Mr. Pestonjee Pallonjee may be allowed to join the Provident Fund.

shall have the option of joining the fund, and of subscribing for their past service, subject to the following conditions :—

(*a*) That they must elect within six months whether they will join the fund or not.

(*b*) That their subscriptions for past service must be made within a term, counting from the date of the establishment of the fund, equal to the term of their antecedent service.

(*c*) That Harbour Masters and Pilots may only subscribe for such past service as may have been rendered subsequently to the formation of the Port Trust, *viz.*, 26th June 1873.

8. Within the term above defined they shall be at liberty to pay in any sums, at their convenience, not exceeding in the aggregate the total sum to which their contributions, calculated as laid down in Rule 11 on their salaries or earnings during such antecedent service, would have amounted, and for each such payment shall be entitled to an equal contribution from the Trust.

9. Superior permanent servants included in Classes III., IV. and V. shall also be allowed the option of joining the Provident Fund on the foregoing conditions. Provided that any officer so electing to join the Provident Fund shall be held to have thereby waived his claim, under Rule 2, to the benefit of the Uncovenanted Service Pension Rules. Provided also that officers belonging to Classes III., IV., and V. shall be entitled to pay up their subscriptions, and to receive the corresponding Trust contribution for their service since the formation of the Trust only.

10. Officers and servants who having had the option of joining the Provident Fund neglect to do so, shall, except in so far as they may be entitled to the benefit of the Uncovented Service Pension Rules, have no claim whatever upon the Trust, on the part either of themselves or of their families.

11. Contributions* of subscribers other than Harbour Masters

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* TRUSTEES' RESOLUTION No. 14, dated *3rd January*, 1884.

Read letter from the Assistant Secretary, dated 11th December, enquiring, with reference to Provident Fund Rule No. 11, whether in the event of a subscriber being on leave his contributions during his absence should be made at the rate of 5 per cent. on the pay of his appointment, or on the leave allowance he might be drawing. Also whether in the case of an officer being promoted from inferior to superior service, and becoming a subscriber to the Provident Fund, he would be allowed to subscribe for his past inferior service.

Read Minutes of members of Establishment Committee.

Resolution 14.—The contribution should be calculated on the amount actually drawn in all cases.

An officer promoted from inferior to superior service may either count the whole of his service as inferior towards pension on the "inferior" scale of pay, or he may on appointment to a superior grade, join the Provident Fund, in which case he will waive all claim on account of inferior service and will contribute to the Provident Fund from the date of his appointment to a superior grade.

and Pilots* shall be at one uniform rate of 5 per cent. on total salary or earnings,† exclusive of conveyance or house allowance, and current contributions shall be deducted month by month from their pay. Contributions of Harbour Masters and Pilots shall be at the same rates, but on their estimated earnings as follows:—

FROM 26TH JUNE, 1873 TILL 31st AUGUST, 1876.

Senior Pilots (now Harbour Masters) at the rate of	Rs.	400	a month.
1st Grade Pilots	„	300	„
2nd „	„	250	„
3rd „	„	200	„
Probationers, Rs. 80 to 28th February 1875, thereafter	„	100	„

FROM 1st SEPT. 1876 TILL 31st DEC. 1879.

Master Pilots (now Harbour Masters) at the rate of	Rs.	475	a month.
1st Grade Pilots	„	330	„
2nd „	„	270	„
3rd „	„	225	„
Probationers	„	100	„

FROM 1st JANUARY, 1880.

Harbour Masters at the rate of	Rs.	450	a month.
1st Grade Pilots	„	400	„
2nd „	„	330	„
3rd „	„	265	„
Probationers	„	100	„

12. The Trustees' contribution shall be at the rate of 100 per cent. on subscribers' contribution, and shall be made yearly on 31st March‡

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* TRUSTEES' RESOLUTION No. 167, dated *13th March*, 1884.

Read letter from the Assistant Secretary, dated 6th March, enquiring whether the contributions of Pilots to the Provident Fund should be credited on the 1st of each month as is done in the case of the rest of the Establishment of the Trust, or whether they should be credited at the date on which their abstract is paid about the middle of the month.

Read Minutes of members of Establishment Committee recommending that credit be given on 1st of each month.

Resolution 167.—The recommendation of the Establishment Committee is agreed to.

† TRUSTEES' RESOLUTION No. 376, dated *3rd July*, 1884.

Read Minutes of members of Establishment Committee on a reference made to them as to whether employés of the Trust should be allowed to contribute to the Provident Fund on account of earnings for over-time.

Resolution 376.—Contributions to the Provident Fund on account of over-time should not be allowed.

‡ TRUSTEES' RESOLUTION No. 324, dated *5th June*, 1884.

Read Minutes of members of Establishment Committee deciding on a reference made by the Secretary, dated 16th May, that for those employés who ceased to belong to the Provident Fund before 31st March 1884, the Trust need make no contribution for 1883-84, but that for those who left after 31st March 1884, such contribution *must* be made for 1883-84, and treated as a forfeiture in 1884-85.

The Committee also recommend that the following addition be made to Rule 12:—"except in the case of death when the Trust's contribution "shall be made on that of the subscriber up to the time of death."

Resolution 324.—The recommendations of the Establishment Committee are approved and should be acted upon.

except in the case of death when the Trust contribution shall be made on that of the subscriber up to the time of death.

13. Separate accounts shall be kept for each subscriber, showing in the first place the amount of his own personal subscriptions, with the interest thereon as it accrues, and in the next his share of the yearly Trust contribution with interest thereon.

14. Interest shall be allowed by the Trust on all payments by subscribers, and also on the Trust's contribution, at 4 per cent. per annum, to be credited yearly on the 31st March.

15. Subscribers shall serve 15 years in order to entitle them to receive their shares of the Trust's contributions.

16. In the event of retirement before completion of that period, subscribers shall receive the amount of their own subscriptions only, with the interest thereon.

17. The trustees shall have the power, in case the retirement is necessitated by certified incapacity for further service, or other causes beyond the subscriber's control, to waive forfeiture of share of Trust's subscription.

18. Dismissal for misconduct shall entail absolute forfeiture of all claim on the fund.

19. The Trustees shall have power, in cases in which misconduct is not criminal, to allow subscribers dismissed for misconduct to receive the amount of their own subscription only, with or without interest as the Trustees may decide.

20. Every subscriber shall be required to nominate a person to whom the amount standing at his credit shall be payable in the event of his death while in the service of the Trust, or before his claim on the fund shall have been discharged, and to keep up the nomiation.

21. On the death of a subscriber the full amount standing to his credit, including Trust's contribution, shall be paid without deduction to his nominee appointed as provided above, irrespective of the period for which the subscriber may have served, but subject to any claim under Rule 25.

22. The amount to the credit of a subscriber who at his death has failed to nominate, or to keep up the nomination of a receiver shall lapse absolutely to the Trust, provided that it shall be at the discretion of the Trustees to grant the whole or any part of any amount which may have so lapsed to any relative or dependant of the deceased subscriber whose circumstances appear to them to warrant such a concession.

23. Any lapses or forfeitures which may accrue during the year shall be divided amongst the subscribers in proportion to the amounts they have subscribed during the same year.

24. Payments shall be made within three months from the date of retirement or death of the subscriber, and shall include interest up to the date on which payment is made.

25. The Trustees shall have power to recover any money claims the Trust may have against subscribers from the amount standing to their credit in the books of the Trust.

26. The accounts of the Pilot Service Provident Fund shall be kept separate, and the Trust's contributions shall be paid out of the Pilotage Revenue, but the rules, unless where specially modified, shall in other respects be the same.

27. Inferior servants* of the Trust shall be admitted to the benefit of the Uncovenanted Service Pension Rules applicable to their case, with this addition, that in the event of the death of an inferior servant after 15 years of pensionable service the claim of his family or dependants, if any, to receive any gratuity to which he would have been entitled may at the discretion of the Trustees be recognised.

28. The pension due after 30 years' service shall be commutable for the purposes of the above provision, to a gratuity of one year's pay.

29. Service for pension or gratuity according to the scale applicable to inferior servants shall count from date of appointment or from 1873, whichever is more recent, except in the case of inferior servants appointed by Government before 1873 and paid from the "Bombay Port Fund," whose service shall count from date of appointment.

30. These Rules shall be held to have come into operation on 8th May 1883, and the decision of the Trustees on all questions arising out of them shall be final.

* See Note on Section 11 on page 5 regarding the promotion of an officer from inferior to superior service.

BOMBAY PORT TRUST.

RULES ADOPTED BY THE TRUSTEES FOR THE REGISTRATION OF DEBENTURES.

1. Holders of Port Trust debentures desiring to have the same registered shall lodge such debentures in the office of the Trustees with a written request addressed to the Trustees to register the same.

2. The fee payable to the Trustees for registering a debenture shall be Five Rupees.

3. By registering a Port Trust debenture the Trustees do not guarantee that the holder of it when presented for registration and registered had a good title to such debenture.

4. The holder of a registered Port Trust debenture desiring to transfer the same shall lodge such debenture in the office of the Trustees, together with an instrument of transfer signed by such holder or his properly constituted attorney duly stamped, transferring such debenture into the name of the proposed transferee thereof. Such instrument shall also be signed by the proposed transferee.

5. The instrument of transfer of a registered Port Trust debenture shall be in the following form :—

BOMBAY PORT TRUST.

I, A B of , in consideration of the sum of Rs. paid to me by C D of do hereby transfer to the said C D Debenture for, Rs. , No. of the Loan of registered in my name in the books of the Trutees of the Port of Bombay to hold the same subject to the conditions thereof, and I the said C D hereby agree to take the said debenture, subject to the conditions thereof.

As Witness our hands this day of

Witness.

6. All instruments of transfer which shall be registered will be retained by the Trustees.

7. A fee of One Rupee will be charged for the registration of each transfer, and must be paid before the registration of the transfer.

8. When a Port Trust debenture has been registered, it will only be payable to the registered holder of such debenture or his properly constituted attorney, or in case of his death to his executors or administrators.

9. When a Port Trust debenture has been registered, the interest coupons attached to such debenture will be payable to the bearer of them in the same manner as if such debenture had not been registered.

10. The registered holder of a Port Trust debenture desirous of removing the same from the register of the Trustees shall be

at liberty to do so, and shall for that purpose lodge such debenture in the office of the Trustees with a written request signed by him or his attorney and addressed to the Trustees to remove such debenture from the register.

11. A fee of Five Rupees will be charged for removing a debenture from the register and must be paid before such removal takes place.

12. The Trustees upon the receipt of a request to remove a Port Trust debenture from the register will stamp beneath the name of the last registered holder on the back of the debenture the word "unregistered" and will cause such stamp to be authenticated with the signature of the Chairman of the Trustees, and thereupon such debenture shall cease to be a registered debenture and shall be payable to bearer and transferable in the same manner as if such debenture had not been registered.

Debentures thus removed from the register can be again registered, and when again registered can be dealt with in the same manner as debentures which have not been before registered.

By order of the Trustees,

G. MANSON, Secretary.

WEEKLY CURRENT QUOTATIONS as estimated by the

Quotations.	Week ending 6th January.	Week ending 13th January.	Week ending 20th January.
EXCHANGE.			
On England, Bank Bills, Tel. Transfer...	1s. 5 1/8 d.	1s. 5 3/8 d.	1s. 6d.
" " Sight	1s. 5 3/8 d.	1s. 6d.	1s. 6 1/16 d.
" " 3 m'ths' "	1s. 5 1/16 d.	1s. 6 3/16 d.	1s. 6 1/8 d.
" " 4 " "	1s. 5 3/16 d.	1s. 6 1/8 d.	1s. 6 5/16 d.
" " 6 " "	1s. 6d.	1s. 6 3/16 d.	1s. 6 7/16 d.
First-class Credits ... 3 " "	1s. 6 1/16 d.	1s. 6 7/16 d.	1s. 6 9/16 d.
" " 6 " "	1s. 6 1/8 d.	1s. 6 5/16 d.	1s. 6 1/16 d.
Documents ... ... 3 " "	1s. 6 3/16 d.	1s. 6 1/4 d.	1s. 6 5/16 d.
" 6 " "	1s. 6 5/16 d.	1s. 6 7/16 d.	1s. 6 1/2 d.
Paris Francs Mercantile Bills... 3 " "	1·90 1/2	1·92 1/2	1·93
" ... 6 " "	1·92	1·94	1·94 1/2
On Calcutta Bank Telegr phic Transfer	99 15/16	100 1/32	100 1/16
On China Mer'tile Bills, 60 days' Sight	220	220	219
Eng. Bar Gold, 100 touch (per tola)	Rs. 21-11-0	Rs. 21-11-6	Rs. 21-8
Sovereigns	" 13-7-6	" 13-8-0	" 13-7
RATES OF DISCOUNT.			
Bank Rate of Discount on Private Bills	7 1/2 per cent.	8 per cent.	9 per cent.
" of Interest on Demand Loans on Govt. Securities.	6 "	7 "	7 "
Rate of Discount in the open Market on Govt. Securities ...	6 "	5 "	6 "
Money Market	Firm.	Steady.	Firm.
GOVERNMENT SECURITIES.			
Four per cents.	Rs. 97 1/16	Rs. 96 15/16	Rs. 96 3/16
Four-and-a-half per cents. ...	" 101	" 100 1/2 Nl.	" 100
IMPORTS.			
Piece Goods— Market	Quite and unchanged.	Quiet, but Steady.	Limited enquiry; Prices unchanged
7 lbs. 37-39 in. Grey Shirtings, (per piece)	Rs. 2-9-0 to 3-7-6	Rs. 2-9 to 3-7-6	Rs. 2-9 to 3-7-6
8 1/4 lbs. " " " ...	" 3-2-0 to 4-10	" 3-2 to 4-10-0	" 3-2 to 4-10
3 lbs. 30-32 in. Madapollams " ...	" 1-3-6 to 1-7-6	" 1-3-6 to 1-7-6	" 1-3 to 1-7-6
No. 40s Mule Twist, per lb. ...	As. 7 1/4 to 7 3/8	As. 7 1/4 to 7 3/8	As. 7 1/4 to 7 3/8
No. 30s Water " " ...	" 7 1/8 to 7 3/8	" 7 1/8 to 7 5/8	" 7 to 7 1/4
Copper Braziers, (in bundles) (per cwt.)	Rs. 33 1/2 ready; " 32 1/2 to arrive.	Rs. 33 1/2 ready; 32 1/2 to arrive.	Rs. 34 ready; 32 1/2 to arrive.
Yellow Metal, (in cases) " ...	" 27 ready; 26 1/2 to arrive.	" 27 ready; 26 1/2 to arrive.	" 27 1/2 ready; 26 1/2 to arrive.
Welsh Bar Iron, (per candy of 746 1/2 lbs.)	Rs. 22	" 22	" 22
Staffordshire Bar Iron, " " ...	" 23	" 23	" 23 Nominal
Swedish Bar Iron, " " ...	" 41 to 42	" 41 to 42	" 41 to 42
Davison's West Hartley Coal, (per ton) alongside.	Rs. 16 1/2 to 17, Rs. 15 1/2 to arrive	" 18, Rs. 15 1/2 to arrive.	" 20, Rs. 16 to arrive.
Welsh Hartley Coal, (per ton) "	Rs. 16, Rs. 14 1/2 "	" 16, Rs. 15 "	" 14 1/2 "
Cardiff (Best) Coal, (per ton) "	Rs. 16 1/2 to 17, " 15 1/2 to arrive.	Rs. 18, Rs. 15 1/2 "	" 20, Rs. 16 "
EXPORTS.			
Cotton— Market	Quiet but steady.	Quiet	Quiet
Broach, Fine	Rs. 219 March.	Rs. 216 March	Rs. 214 March
Do. F.G.	...	...	...
Do. Good	" 213 March.	" 210 "	" 209 "
Hingunghant, Good	" 203 Ready	" 200 to 202 Ry.	" 198 to 200 Ry.
" F.G.	...	...	...

Committee of the Chamber of Commerce during the Year 1887.

QUOTATIONS.	Week ending 6th January.	Week ending 13th January.	Week ending 20th January.
EXPORTS.—*contd.*			
COTTON—			
Oomrawuttee, Fine	Rs. 200 Nl. Ry.	Rs. 198 to 200 Ry.	Rs 198 Nl. Ry.
„ F.G.	„ 193 Ready	„ 192 to 194 „	„ 189 to 191 „
„ Good	„ 186 „	„ 186 „	„ 184 to 185 „
„ F.G.F.	„ 180 „	„ 180 „	„ 180 „
Julgaum, Good	„ 180 „	„ 178 to 179 „	„ 177 to 178 „
„ F.G.F.	„ 174 „	„ 170 „	„ 170 to 171 „
Dhollera, Fine	„ 198 March-April.	„ 192 to 194 April-May.	Rs. 194 Apl.-May.
„ F.G.	„ 188 do.	„ 185 to 186 „	Rs. 185 „
„ Good	„ 182 do.	„ 180 to 181 „	„ 179 „
„ F.G.F.	„ 175 Apl.-May	„ 173 to 174 „	...
Bengals, Fine	„ 163 Ready	„ 160 to 162 Ry.	„ 160 Ready
„ F.G.	„ 152 „	„ 150 to 152 „	„ 147 „
„ Good	„ 142 „	„ 139 to 141 „	„ 136 „
„ F.G.F.	„ 131 „	„ 130 to 131 „	„ 128 „
Dharwar (S.G.), Good ...	„ 193 Apl.-May	„ 190 Apl.-May	„ 188 Apl-May
„ „ F.G.F. ...	„ 187 „	„ 185 „	„ 181 „
Compta, Good	„ 170 „	...	...
„ F.G.F.	„ 165 „	...	...
„ G.F.	...	...	...
Westerns, Good...	„ 173 May-June	„ 173 May-June	„ 175 May-June
„ F.G.F.	„ 167 „	„ 168 „	...
„ G.F.	„ 161 „	„ 162 „	...
Gingelly Seed, White (per cwt.)	„ 6-11-0(O.Crop)	Rs. 6-11-0 N.Crop)	„ 6-11(O.Crop)
„ Mixed „ ...	„ 6-5-0 „	„ 6-5-0 „	„ 6-3-0 „
Linseed „ ...	„ 6-4-0 „	„ 6-3-0(O.Crop)	„ 6-3-0 „
Rapeseed, Guzerat Yellow „ ...	...	...	„ 5-10-0 „
„ Red Cawnpore „ ...	...	...	„ 4-14-0 „
Wheat, White Pessy No. 1 „ ...	„ 4-9-0 „	„ 4-7-6 „	„ 4-7-6 to 4-8-6 „
„ Laskari No. 1 „ ...	„ 4-9-0 „	„ 4-9-6 „	„ 4-10-6 „
„ Khatha (Hard Red) Fine „ ...	„ 3-13-0 „	„ 3-14-3 „	„ 3-14-3 „
„ Ahmedabad (Soft Red) „ ...	„ 4-4-6 „	„ 4-3-6 „	„ 4-3-6 „
„ Delhi White „ ...	„ 4-6-0Nl. „	„ 4-5-6 „	„ 4-5-0 „
„ „ Red „ ...	„ 4-1-0(N.Crop)	„ 4-1-0(N.Crop)	„ 4-0-0(N.Crop)
„ Hard Yellow Khandwa „ ...	„ 4-10-0(O. Crop)	„ 4-10-6(O. Crop)	„ 4-10-6(O. Crop)
„ Khathi, Red, Nagpore „ ...	„ 4-1-0 „	„ 3-15-0 „	„ 3-13-6 „
Opium, (Malwa) (per chest) Old ...	„ 1,175	„ 1,175	„ 1,180
„ „ „ New...	„ 1,135	„ 1,135	„ 1,135
FREIGHTS.	(Ready)	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton of 50 feet).	Nominal.	Nil.	Nil.
„ „ via Suez Canal, (per ton of 40 feet).	£1-0-0	£1-0-0	£0-18-9
„ Wheat and Seeds ...	£1-0-6	£0-18-9	£0-18-9
London—M'ment cargo, P.& O.Co.	£1-1-3	£1-1-3	£1-1-3
„ Seeds & Wheat „ „ ...	£0-18-9	£0-18-9	£0-18-9
„ M'ment cargo, Canal Strs.	...	...	...
„ Seeds & Wheat „ „ ...	...	...	...
Havre—Via Canal	£1-1-0	£1-0-0	£1-1-3
Antwerp „	£1-0-6	£1-0-0	£1-0-0
Hull „	£1-0-9	£1-0-0	£1-0 0
Dunkirk „	£1-1-0	£1-0-0	£1-1-3
Trieste & Venice—via Canal ...	£1-10-0	£1-8-0 at 2s. Ex.	£1-10 at 2s. Ex.
Marseilles and Genoa „ ...	£1-0-9	£1-0-0	£0-19-0
China, Steamer	Rs. 10	Rs. 10	Rs. 10
Australia	„ 25	„ 25	„ 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 27th January.	Week ending 3rd February.	Week ending 10th February.
EXCHANGE.			
On England, Bank Bills, Tel. Transfer...	1s. 6 1/32d.	1s. 6d.	1s. 5 31/32d.
" " Sight	1s. 6 5/32d.	1s. 6 1/32d.	1s. 5 31/32d.
" " 3 m'ths' "	1s. 6 7/32d.	1s. 6 3/32d.	1s. 5 31/32d.
" " 4 " "	1s. 6 1/4d.	1s. 6 1/32d.	1s. 6d.
" " 6 " "	1s. 6 5/16d.	1s. 6 1/16d.	1s. 6 3/32d.
First-class Credits 3 " "	1s. 6 13/32d.	1s. 6 7/32 to 1/4d.	1s. 6 1/8d.
" " 6 " "	1s. 6 9/16d.	1s. 6 1/32d.	1s. 6 7/32d.
Documents 3 " "	1s. 6 7/16d.	1s. 6 9/32d.	1s. 6 5/32d.
" 6 " "	1s. 6 1/2 9/32d.	1s. 6 7/16d.	1s. 6 1/4d.
Paris Francs Mercantile Bills 3 " "	1·94 1/2	1·93	1·91 1/2
" 6 " "	1·96	1·95	1·92 3/4
On Calcutta Bank Telegraphic Transfer	100 1/16	100 1/16	100
On China Mer'tile Bills, 60 days' Sight.	217	217	217
English Bar Gold, 100 touch (per tola)	Rs. 21-11-0	Rs. 21-11-0	Rs. 21-12-0
Sovereigns...	" 13-9-0	" 13-9-9	" 13-9-6
RATES OF DISCOUNT.			
Bank Rate of Discount on Private Bills	8 per cent.	9 per cent.	9 per cent.
" of Interest on Demand Loans on Govt. Securities.	8 "	8 "	8 "
Rate of Discount in the open Market on Govt. Securities ...	8 "	7 "	7 "
Money Market	Steady.	Firm.	Firm.
GOVERNMENT SECURITIES.			
Four per cents.	Rs. 95	Rs. 95 1/4	Rs. 95 1/8
Four-and-a-half per cents. ...	" 99	" 99 1/8	" 99
IMPORTS.			
PIECE GOODS— Market	Moderate business; Prices Steady.	Little doing; Prices unchanged	Quiet, but Steady.
7 lbs. 37-39 in. Grey Shirtings, (per piece)	Rs. 2-9 to 3-7-6	Rs. 2-9 to 3-7-6	Rs. 2-9 to 3-8-6
8 1/4 lbs. " " "	" 3-2 to 4-10	" 3-2 to 4-10	" 3-2 to 4-10
3 lbs. 30-32 in. Madapollams "	" 1-3 to 1-7	" 1-3 to 1-7	" 1-3 to 1-7
No. 40s Mule Twist, per lb. ...	As. 7 1/4 to 7 1/4	As. 7 1/4 to 7 1/4	As. 7 1/4 to 7 1/4
No. 30s Water " " ...	" 7 to 7 1/4	" 7 to 7 1/4	" 7 to 7 1/4
Copper Braziers (in bundles) (per cwt.)	Rs. 33 1/4 ready; 32 1/8 to arrive.	Rs. 33 1/8 ready; 33 1/4 to arrive.	Rs. 33 1/4 ready; 32 1/8 to arrive.
Yellow Metal, (in cases) " ...	Rs. 27 ready; 26 1/2 to arrive.	" 27 ready; 26 1/2 to arrive.	" 26 3/4 ready; 26 1/2 to arrive.
Welsh Bar Iron, (per candy of 746 1/2 lbs.)	Rs. 21 1/2	" 21 1/2	" 21 1/2
Staffordshire Bar Iron, " " ...	" 23 Nominal	" 23 Nominal.	" 23 Nominal.
Swedish Bar Iron, " " ...	" 41 to 42	" 41 to 42	" 41 to 42
Davison's West Hartley Coal, (per ton) alongside.	Rs. 21 ready; Rs. 18 Jan.-Feb.	" 25 ready; Rs. 18 Feb., Rs. 16 1/2 Mar.	" 25 to 30 ready; " 17 to 18 forward.
Welsh Hartley Coal, (per ton) "	Rs. 15 to arrive	Rs. 24 rdy; Rs. 17 Feb., Rs. 15 1/2 Mar.	Rs. 16 to 17 forward.
Cardiff, (Best) Coal (per ton) "	Rs. 21 ready; Rs. 18 Jan.-Feb.	Rs. 25 rdy; Rs. 18 Feb., Rs. 16 1/2 Mar.	" 25 to 30 ready; " 17 to 18 forward.
EXPORTS.			
COTTON— Market	Flat.	Steady; more Enquiry.	Steadier.
Broach, Fine	Rs. 212 March	Rs. 210 March	" 210 to 211 Mar.
Do. F.G.	...	...	...
Do. Good	" 208 March	" 207 "	" 208 March
Hinganghaut, Good	" 198 Ready	...	...
" F.G.	...	...	...

mittee of the Chamber of Commerce during the Year 1887—*contd.*

Quotations.	Week ending 27th January.	Week ending 3rd February.	Week ending 10th February.
EXPORTS.—*contd.*			
Cotton—			
Oomrawuttee, Fine	...	...	...
„ F.G.	Rs. 187 Ready	Rs. 182 Ready	Rs. 182 to 183 Ry.
„ Good	„ 180 „	„ 176 „	„ 177 „
„ F.G.F.	„ 174 „	„ 170 „	„ 170 „
Julgaum, Good	„ 170 „	„ 167 „	„ 170 „
„ F.G.F.	„ 165 „	„ 159 „	„ 162 „
Dhollera, Fine	„ 192 April	„ 192 April	„ 192 April
„ F.G.	„ 183 „	„ 180 „	„ 182 „
„ Good	„ 177 „	„ 176 „	„ 175 „
„ F.G.F.	„ 171 „	„ 166 May	„ 168 May
Bengals, Fine	„ 151 to 152 Ry.	„ 153 Ready	„ 154 Ready
„ F.G.	„ 138 „	„ 141 „	„ 142 to 143 „
„ Good	„ 129 „	„ 131 „	„ 132 to 133 „
„ F.G.F.	„ 119 „	„ 121 „	„ 122 „
Dharwar, (S.G.), Good ...	„ 185 Apl.-May	„ 184 May	„ 185 May
„ F.G.F.	„ 180 „	...	...
Compta, Good	...	...	...
„ F.G.F.	...	...	...
„ G.F.	...	...	...
Westerns, Good...	„ 172 May-June	„ 170 May-June	„ 170 May-June
„ F.G.F.	„ 166 „	„ 165 „	„ 163 „
„ G.F.	„ 160 „	...	...
Gingelly Seed, White (per cwt.)	„ 6-11-0(N. Crop)	„ 6-6to6-8(N.Crop)	„ 6-6to6-8(N.Crop)
„ Mixed „ ...	„ 6-1-6 „	„ 5-14 to 5-15 „	„ 5-13 to 5-15 „
Linseed „ ...	„ 6-4-8 (O. Crop)	„ 6-3-0(O.Crop)	„ 6-1-0(O.Crop)
Rapeseed, Guzerat Yellow „ ...	„ 5-9-6 „	„ 5-8-0 „	„ 5-8 to 5-9 „
„ Red Cawnpore „ ...	„ 4-15-6 „	„ 4-14-0 „	„ 4-13-0 „
Wheat, White Pessy No. 1 „ ...	„ 4-8 to 4-9 „	„ 4-7-6 to 4-8-0 „	„ 4-7 to 4-8 „
„ Laskari No. 1 „ ...	„ 4-9-6 „	„ 4-4-6 to 4-5-6 „	„ 4-4-6 „
„ Khatha (Hard Red) Fine „	„ 3-11-6 to 3-13-6 (O. Crop)	„ 3-14-6 to 3-15 „	„ 3-14-6 to 3-15 „
„ Ahmedabad(SoftRed)„ ...	„ 4-3-6 „	Rs. 4-3-6 „	„ 4-3 to 4-3-6 „
„ Delhi White „ ...	„ 4-4-0 „	„ 4-4-0 „	„ 4-5-0 (N. Crop)
„ „ Red „ ...	„ 4-1-0 (N. Crop)	„ 4-1-0 (N. Crop)	„ 4-0-0 „
„ HardYellowKhandwa„ ...	„ 4-10-6 (O. Crop)	„ 4-11 to 4-15 O. „	„ 5-0-0(O.Crop)
„ Khathi, Red, Nagpore„ ...	„ 3-13-6 „	„ 3 14 to 3-15 „	„ 3-14 to 3-15 „
Opium, (Malwa) (per chest) Old ...	„ 1,175	„ 1,165	„ 1,150
„ „ „ New ...	„ 1,125	„ 1,125	„ 1,115
FREIGHTS.	(Ready)	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton of 50 feet).	Nil.	Nil.	Nil.
„ „ via Suez Canal, (per ton of 40 ft).	£1-0-0	£1-2-6	£1-0-0
„ Wheat and Seeds ...	£0-18-0	£0-16-3 Old Scale	£0-17-6
London—M'ment cargo P.& O. Co.	£1-1-3	£1-2-6	£1-2-6
„ Seeds & Wheat „ „ ...	£0-18-9	£0-17-6 Old Scale	...
„ M'ment cargo, Canal Strs..	...	£1-1-3	£1-1-3
„ Seeds & Wheat „ „ ...	...	£1-1-0	...
Havre—Via Canal...	£1-0-0	£0-18-6	£1-1-3
Antwerp „	£0-18-9	£1-1-3	£1-1-3
Hull „	£0-18-9	£1-1-3	£1-1-3
Dunkirk „	£1-0-0	£1-1-3	£1-1-3
Trieste & Venice—via Canal ...	£1-10-0 at 2s. Ex.	£1-12-6at 2s.Ex.	£1-10-0 at 2s. Ex.
Marseilles and Genoa „	£0-18-9	...	£1-1-3
China, Steamer	Rs. 10	Rs. 10	Rs. 10
Australia	„ 25	„ 25	„ 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 18th February.	Week ending 24th February.	Week ending 3rd March.
EXCHANGE.			
On England, Bank Bills, Tel. Transfer...	1s. 5 23/32 d.	1s. 5 23/32 d.	1s. 5 15/32 d.
„ „ Sight	1s. 5 7/8 d.	1s. 5 31/32 d.	1s. 5 31/32 d.
„ „ 3 m'ths' „	1s. 5 29/32 d.	1s. 5 15/16 d.	1s. 5 15/16 d.
„ „ 4 „ „	1s. 6d.	1s. 5 31/32 d.	1s. 5 31/32 d.
„ „ 6 „ „	1s. 6 1/16 d.	1s. 5 31/32 d.	1s. 5 31/32 d.
First-class Credits 3 „ „	1s. 6 3/32 d.	1s. 5 29/32 d.	1s. 5 29/32 d.
„ „ 6 „ „	1s. 6 1/16 d.	1s. 6 1/32 d.	1s. 5 31/32 d.
Documents ... 3 „ „	1s. 6 1/32 d.	1s. 5 31/32 d.	1s. 5 31/32 d.
„ „ 6 „ „	1s. 6 9/32 d.	1s. 6 3/32 d.	1s. 5 27/32 d.
Paris Francs Mercantile Bills 3 „ „	1·91 1/2	1·89 1/2	1·87 1/2
„ „ 6 „ „	1·93 1/2	1·91 1/2	1·88 1/2
On Calcutta Bank Telegraphic Transfer	100 3/32	100 1/16	100 1/32
On China Mer'tile Bills, 60 days' Sight.	218	216 1/2	216 1/2
English Bar Gold, 100 touch (per tola)	Rs. 21-11	Rs. 21-12	Rs. 21-14
Sovereigns	„ 13-10	„ 13-10-3	„ 13-11
RATES OF DISCOUNT.			
Bank Rate of Discount on Private Bills... ...	8 per cent.	9 per cent.	8 per cent.
„ of Interest on Demand Loans on Govt. Securities.	7 „	8 „	8 „
Rate of Discount in the open Market on Govt. Securities ...	6 1/2 „	7 „	7 „
Money Market	Money in fair Demand.	Steady.	Firm.
GOVERNMENT SECURITIES.			
Four per cents.	Rs. 95 1/4	Rs. 95 3/8	Rs. 96
Four-and-a-half per cents. ...	„ 99	„ 99 1/2	„ 99 3/4
IMPORTS.			
Piece Goods— Market	Dull and Unchanged.	Little doing, prices unchanged.	Prices steady, but little doing.
7 lbs. 37-39 in. Grey Shirtings (per piece)	Rs. 2-9 to 3-8-6	Rs. 2-9 to 3-8-6	Rs. 2-9 to 3-8-6
8 1/2 lbs. „ „ „	„ 3-2 to 4-10	„ 3-2 to 4-10	„ 3-2 to 4-10
3lbs. 30-32in. Madapollams „	„ 1-3 to 1-7	„ 1-3 to 1-7	„ 1-3-6 to 1-7
No. 40s Mule Twist, per lb. ...	As. 7 1/4 to 7 3/4	As. 7 1/4 to 7 3/4	As. 7 1/4 to 7 3/4
No. 30s Water „ „ ...	„ 7 to 7 1/2	„ 7 to 7 1/2	„ 7 to 7 1/2
Copper Braziers, (in b'dles.) (per cwt.)..	Rs. 33 3/4 ready; 33 1/2 to arrive.	Rs. 33 1/4 ready; 32 3/4 to arrive.	Rs. 33 1/4 ready; 32 1/4 to arrive.
Yellow Metal, (in cases) „ ...	Rs. 26 3/4 ready; 26 1/2 to arrive.	„ 27 1/4 ready; 26 3/4 to arrive.	„ 27 1/4 ready; 26 3/4 to arrive.
Welsh Bar Iron, (per candy of 746 1/4 lbs.)	Rs. 21 1/4	„ 21 1/2 to 22	„ 22
Staffordshire Bar Iron, „ „	„ 23	„ 23 Nominal	„ 23 Nominal
Swedish Bar Iron, „ „	„ 41 to 42	„ 41 to 42	„ 41 to 42
Davison's West Hartley Coal, (per ton) alongside.	„ 18 March	„ 28 ready	„ 28 ready
Welsh Hartley Coal, (per ton) „	„ 17 „	„ 18 1/2 forward.	Rs. 17 1/2 ready; „ 16 1/2 forward.
Cardiff (Best) Coal, (per ton) „	Rs. 27 ready; Rs. 18 March.	„ 28 ready; Rs. 18 forward.	Rs. 22 ready; Rs. 15 1/2 to 16 forward.
EXPORTS.			
Cotton— Market	Steady	Very Steady.	Firm.
Broach, Fine	Rs. 215 March	Rs. 216 April	Rs. 219 March
Do. F.G.	...	...	...
Do. Good	„ 211 „	„ 210 April	„ 216 March
Hingunghaut, Good	...	...	...
„ F.G.	...	...	...

mittee of the Chamber of Commerce during the Year 1887—*contd.*

Quotations.	Week ending 18th February.	Week ending 24th February.	Week ending 3rd March.
EXPORTS.—*contd.*			
Cotton—			
Oomrawuttee, Fine	...	...	...
„ F.G.	Rs. 182 Ready	Rs. 184 Ready	Rs. 188 Ready
„ Good	„ 177 „	„ 179 „	„ 180 „
„ F.G.F.	„ 170 „	„ 170 to 172 „	„ 174 „
Julgaum, Good	„ 170 „	„ 171 to 172 „	„ 173 „
„ F.G.F.	„ 162 „	„ 162 to 164 „	„ 160 „
Dhollera, Fine	„ 196 April	„ 197 April	„ 200 „
„ F.G.	„ 186 „	„ 189 „	„ 189 to 190 „
„ Good	„ 179 „	„ 183 „	„ 182 Apl.-May
„ F.G.F.	„ 169 May	„ 175 May	„ 174 „ „
Bengals, Fine	„ 155 Ready	„ 156 Ready	„ 158 Ready
„ F.G.	„ 143 „	„ 143 „	„ 144 „
„ Good	„ 133 „	„ 132 „	„ 134 „
„ F.G.F.	„ 124 „	„ 126 „	„ 126 „
Dharwar (S. G.), Good ...	„ 186 May	„ 191 May	„ 192 May
„ F.G.F.	...	...	...
Compta, Good	...	...	...
„ F.G.F.	...	...	...
„ G.F.	...	...	...
Westerns, Good	„ 174 May-June	„ 176 May June	„ 176 May
„ F.G.F.	...	...	...
„ G.F.	...	...	...
Gingelly Seed, White (per cwt.)	Rs. 6-6-0 to 6-8-0 N. Crop	...	Rs. 6-7(N.Crop)
„ Mixed „ ...	Rs. 5-13 to 5-15 „	...	„ 5-13 to 5-15 „
Linseed „ ...	„ 5-15 (O.Crop)	Rs.5-15(O.Crop)	„ 5-15(O.Crop)
Rapeseed, Guzerat Yellow „ ...	„ 5-8 „	„ 5-8-0 „	„ 5-8 „
„ Red Cawnpore „ ...	„ 4-12 „	„ 4-12-0 „	„ 4-11 to 4-12 „
Wheat, White Pessy No. 1 „ ...	„ 4-7 to 4-8 „	„ 4-7 to 4-8 „	„ 4-6to4-7(N.Crop)
„ Laskari No. 1 „ ...	„ 4-4 to 4-5 „	„ 4-4 „	„ 4-3 to 4-4 „
„ Khatha(Hard Red)Fine„ ...	„ 3-13-6 to 3-14 „	„ 3-13-6 to 3-14 „	„ 3-15(O.Crop)
„ Ahmedabad(Soft Red)„ ...	„ 4-3 to 4-3-6 „	„ 4-3-6 „	„ 4-3-6 „
„ Delhi White „ ...	„ 4-5 (N. Crop)	„ 4-6 (N.Crop)	„ 4-6 (N.Crop)
„ „ Red „ ...	„ 4-0 „	„ 4 Nml. „	„ 4 Nml. „
„ HardYellowKhandwa„ ...	„ 5-0 (O. Crop)	„ 5-0 (O.Crop)	„ 5-0 (O.Crop)
„ Khathi, Red, Nagpore „ ...	„ 3-13-6 to 3-14 „	„ 3-14 „	„ 3-15to4-0(NCrop)
Opium, (Malwa) (per chest) Old ...	„ 1,180	„ 1,200	„ 1,225
„ „ „ New ..	„ 1,120	„ 1,125	„ 1,150
FREIGHTS.	(Ready)	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton of 50 feet).	Nil.	Nil.	Nil.
„ „ via Suez Canal, (per ton of 40 ft).	£1-2-6	£1-2-6	£1-1-3
„ Wheat and Seeds	£0-15-0	£0-17-6	£0-16-3 Old Scale
London—M'ment cargo, P.&O.Co.	£1-2-6	£1-2-6	£1-1-3
„ Seeds & Wheat „ „ ...	£0-18-9	£0-18-9	£0-17-6 Old Scale
„ M'ment cargo Canal Strs...	£1-2-6	£1-2-6	£1-1-3
„ Seeds & Wheat „ „ ...	£0-18-9	£0-18-9	£0-17-6 Old Scale
Havre—Via Canal	£1-1-3	£1-1-3	£1-0-6
Antwerp „	£1-1-3	£1-2-6	£1-0-6
Hull „	£1-1-3	£1-1-3	£0-19-6
Dunkirk „	£1-1-3	Nil.	£1-0-9
Trieste & Venice—via Canal ...	£1-12-6 at 2s. Ex.	£1-12-6 at 2s. Ex.	£1-8-9 at 2s. Ex.
Marseilles and Genoa „ ...	£1-0-0	£1	£1-0-0
China, Steamer	Rs. 1	Rs. 1	Rs. 10
Australia	Rs. 25	„ 25	„ 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 10th March.	Week ending 17th March.	Week ending 24th March.
EXCHANGE.			
On England, Bank Bills, Tel. Transfer ...	1s. 5 1/16 d.	1s. 5 7/16 d.	1s. 5 1/16 d.
„ „ Sight	1s. 5 1/32 d.	1s. 5 3/32 d.	1s. 5 3/32 d.
„ „ 3 m'ths' „	1s. 5 1/16 d.	1s. 5 7/32 d.	1s. 5 5/32 d.
„ „ 4 „ „	1s. 5 3/32 d.	1s. 5 5/32 d.	1s. 5 5/32 d.
„ „ 6 „ „	1s. 5 1/8 d.	1s. 5 1/8 d.	1s. 5 1/8 d.
First-class Credits 3 „ „	1s. 5 1/16 d.	1s. 5 1/8 d.	1s. 5 1/8 d.
„ „ 6 „ „	1s. 5 3/32 d.	1s. 5 5/32 d.	1s. 5 5/32 d.
Documents 3 „ „	1s. 5 7/32 d.	1s. 5 9/32 d.	1s. 5 9/32 d.
„ 6 „ „	1s. 5 1/8 d.	1s. 5 1/16 d.	1s. 5 1/16 d.
Paris Francs Mercantile Bills 3 „ „	1·87	1·86 1/2	1·82 1/4
„ 6 „ „	1·88 1/4	1·88 1/4	1·83 3/4
On Calcutta Bank Telegraphic Transfer.	100 1/16	100 3/32	100 3/32
On China Mer'tile Bills, 60 days' Sight.	216	216 1/2	217
English Bar Gold, 100 touch (per tola)	Rs. 21-14	Rs. 21-15	Rs. 22-3
Sovereigns	„ 13-11	„ 13-12	„ 13-14-6
RATES OF DISCOUNT.			
Bank Rate of Discount on Private Bills	9 per cent.	8 per cent.	9 per cent.
„ of Interest on Demand Loans on Govt. Securities.	8 „	8 „	8 „
Rate of Discount in the open Market on Govt. Securities ...	8 „	8 „	8 „
Money Market	Steady.	Steady.	Firm Tendency
GOVERNMENT SECURITIES.			
Four per cents	Rs. 95 1/8	Rs. 96 1/8	Rs. 96 1/4
Four-and-a-half per cents. ...	„ 99 1/4	„ 99 3/8	„ 99 1/4
IMPORTS.			
Piece Goods— Market	Dull and unchanged.	Better demand at slightly higher prices.	Quiet and Unchanged.
7 lbs. 37-39 in. Grey Shirtings, (per piece)	Rs. 2-9 to 3-8-6	Rs. 2-9 to 3-9	Rs. 2-9 to 3-9
8 1/4 lbs. „ „ „ ...	„ 3-2 to 4-10	„ 3-2 to 4-11	„ 3-2 to 4-11
3lbs. 30-32 in. Madapollams „ ...	„ 1-3-6 to 1-7	„ 1-3-6 to 1-7-6	„ 1-3-6 to 1-7-6
No. 40s Mule Twist, per lb. ...	As. 7 1/4 to 7 3/4	As. 7 1/4 to 7 3/4	As. 7 3/8 to 7 7/8
No. 30s Water „ „ ...	„ 7 to 7 1/2	„ 7 to 7 1/2	„ 7 to 7 7/8
Copper Braziers, (in bundles) (per cwt.)	Rs. 33 1/2 ready; 33 to arrive.	Rs. 33 1/4 ready; 33 3/8 to arrive.	Rs. 33 1/4 ready; 33 3/8 to arrive.
Yellow Metal, (in cases) „ ...	„ 27 1/2 ready; 26 1/4 to arrive.	„ 27 1/2 ready; 26 1/2 to arrive.	„ 27 ready; 27 1/8 to arrive.
Welsh Bar Iron, (per candy of 746 1/2 lbs.)	Rs. 22	„ 22	„ 22 1/2
Staffordshire Bar Iron, „ „ ...	„ 23 Nominal	„ 23 Nominal	„ 23 Nominal
Swedish Bar Iron, „ „ ...	„ 41 to 42	„ 41 to 42	„ 41 1/2 to 42 1/2
Davison's West Hartley Coal, (per ton) alongside.	None	None	None
Welsh Hartley Coal (per ton) „	„ 16	„ 16 to 16 1/2	„ 17 1/2; Rs. 16 1/4 forwd.
Cardiff, (Best) Coal (per ton) „	„ 16 1/2 to 17 1/4	„ 17 to 19	„ 18; „ 17 1/2 „
EXPORTS.			
Cotton— Market	Firm	Firm.	Steady
Broach, Fine	„ 228 March	„ 238 March	„ 240 Ready
Do. F.G.	...	„ 234 „	„ 237 „
Do. Good	„ 221 March	„ 231 „	„ 234 „
Hinguughaut, Good	...	...	...
„ F.G.	...	...	...

mittee of the Chamber of Commerce during the Year 1887—*contd.*

Quotations.	Week ending 10th March.	Week ending 17th March.	Week ending 24th March.
EXPORTS.—*contd.*			
Cotton—			
Oomrawuttee, Fine	...	...	...
„ F.G.	Rs. 190 Ready	Rs. 193 Ready	Rs. 200 Ready
„ Good	„ 185 „	„ 186 „	„ 194 „
„ F.G.F.	„ 178 „	„ 181 „	„ 187 „
Julgaum, Good	„ 176 „	„ 179 „	„ 184 „
„ F.G.F.	„ 166 „	„ 174 „	„ 177 „
Dhollera, Fine	„ 202 March.	„ 205 Mar. Apl.	„ 209 „
„ F.G.	„ 192 April.	„ 196 „	„ 199 „
„ Good	„ 186 „	„ 191 „	„ 194 „
„ F.G.F.	„ 178 Apl. May	„ 180 Apl. May	„ 184 May
Bengals, Fine	„ 159 March.	„ 162 Ready	„ 167 Ready
„ F.G.	„ 146 „	„ 147 „	„ 151 „
„ Good	„ 136 „	„ 136 „	„ 140 „
„ F.G.F.	„ 128 „	„ 130 „	„ 131 „
Dharwar, (S. G.), Good ...	„ 195 May	„ 203 May	„ 208 Apl-May
„ F.G.F.	...	...	...
Compta, Good	...	...	...
„ F.G.F.	...	...	...
„ G.F.	...	...	...
Westerns, Good	„ 179 May	„ 182 May-June	„ 187 May-June
„ F.G.F.	...	...	„ 180 „
„ G.F.	...	...	...
Gingelly Seed, White (per cwt.)	„ 6-7to6-9(N.Crop)	„ 6-7to6-9(N.Crop)	„ 6-7to6-9(N.Crop)
„ Mixed „ ...	„ 5-14 to 5-15 „	„ 5-14 to 5-15 „	„ 5-13 to 5-15 „
Linseed „ ...	„ 5-15-6 (O. Crop)	„ 5-15 „	„ 6-1 „
Rapeseed, Guzerat Yellow „ ...	„ 5-8-0 „	„ 5-8 „	„ 5-5-6 „
„ Red Cawnpore „ ...	„ 4-11 to 4-12 „	„ 4-13 (O.Crop)	„ 4-13 (O.Crop)
Wheat, White Pessy No. 1 „ ...	„ 4-8 to 4-9 „	„ 4-8 to 4-9 „	„ 4-7to4-8(N.Crop)
„ Laskari No. 1 „ ...	„ 4-3to4-4(N.Crop)	„ 4-3to4-4(N.Crop)	„ 4-3 to 4-4 „
„ Khatha (Hard Red) Fine „ ...	„ 3-15-6 „	„ 3-15 to 3-15-6 „	„ 3-15 to 4
„ Ahmedabad (Soft Red) „ ...	„ 4-2-6 „	„ 4-2-6 „	{ Rs. 4-3 to 4-4 April.
„ Delhi White „ ...	„ 4-6 „	„ 4-5-0 Apl. May	Rs4-4to4-5Apl-May
„ „ Red „ ...	...	...	...
„ Hard Yellow Khandwa „ ...	„ 4-15 (O.Crop)	„ 4-13 (N.Crop)	„ 4-12 April.
„ Khathi, Red, Nagpore „ ...	„ 4 (N. Crop)	„ 4-0 „	„ 4-0
Opium, (Malwa) (per chest) Old ...	„ 1,225	„ 1,175 to 1,250	„ 1,175 to 1,250
„ „ „ New ...	„ 1,125 (Ready)	„ 1,075 to 1,050 (Ready).	„ 1,075 to 1,150 (Ready)
FREIGHTS.			
Liverpool—Cotton, via Cape, (per ton of 50 feet).	Nil.	Nil.	Nil.
„ „ via Suez Canal (per ton of 40 ft.)	£1-3-9	£1-3-9	£1-3-9 to £1-5-0
„ Wheat and Seeds... ...	£1-0	£1-0-0	£0-17-6 to 0-18-0
London—M'ment cargo, P.&O. Co.	£1-2-6	£1-2-6	...
„ Seeds & Wheat „ „ ...	£1-0-6	£1-1-3	...
„ M'ment cargo Canal Strs...	£1-1-3	...	£1-1-3
„ Seeds & Wheat „ „ ...	£1-0-6	...	...
Havre—Via Canal	£1-2-6	£1-2-6	£1-2-6 to 1-3-9
Antwerp „	£1-2-6	£1-2-6	£1-1-3
Hull „	£1-0	£1-2-6	£0-18-9 to £1
Dunkirk „	£1-1-3	£1-2-6	...
Trieste & Venice—via Canal ...	£1-12-6 at 2s. Ex.	{ £1-12 to £1-14 at 2s. Ex.	{ £1-12-6
Marseilles and Genoa „ ...	£1-0-6	£1-1-3	...
China, Steamer	Re. 1	Rs. 10	Rs. 10
Australia	Rs. 25	„ 25	„ 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 31st March.	Week ending 7th April.	Week ending 14th April.
EXCHANGE.			
On England, Bank Bills, Tel. Transfer...	1s. 5 1/8 d.	1s. 4 13/16 d.	1s. 5 3/16 d.
" " Sight	1s. 5 3/32 d.	1s. 4 7/8 d.	1s. 5 1/8 d.
" " 3 m'ths' "	1s. 5 5/32 d.	1s. 4 7/8 d.	1s. 5 1/4 d.
" " 4 " "	1s. 5 3/16 d.	1s. 4 29/32 d.	1s. 5 5/32 d.
" " 6 " "	1s. 5 1/4 d.	1s. 4 15/16 d.	1s. 5 1/4 d.
First-class Credits ... 3 " "	1s. 5 1/16 d.	1s. 5d.	1s. 5 3/8 d.
" " 6 " "	1s. 5 7/32 d.	1s. 5 1/8 d.	1s. 5 1/2 d.
Documents... ... 3 " "	1s. 5 11/32 d.	1s. 5 1/16 d.	1s. 5 13/32 d.
" 6 " "	1s. 5 13/32 d.	1s. 5 3/32 d.	1s. 5 17/32 d.
Paris Francs Mercantile Bills ... 3 " "	1·82 3/4	1·79 1/4	1·83 1/2
" ... 6 " "	1·84	1·80 1/2	1·84 3/4
On Calcutta Bank Telegraphic Transfer	100	100	99 1/16
On China Mer'tile Bills, 60 days' Sight.	217	217	217 1/2
English Bar Gold, 100 touch (per tola)	Rs. 22.4	Rs. 22.14	Rs. 22-5
Sovereigns	" 14.0.0	" 14.4	" 14.0.0
RATES OF DISCOUNT.			
Bank Rate of Discount on Private Bills.	10 per cent.	10 per cent.	11 per cent.
" of Interest on Demand Loans on Govt. Security.	9 "	9 "	10 "
Rate of Discount in the open Market on Govt. Securities ...	9 "	9 "	10 "
Money Market	Firm.	Steady.	Firm.
GOVERNMENT SECURITIES.			
Four per cents.	Rs. 95 5/8	Rs. 97 1/2	Rs. 95 1/4
Four-and-a-half per cents. ...	" 99 1/2	" 99 1/2	" 99 1/2
IMPORTS.			
Piece Goods— Market	Better Demand, at improved rates.	Quiet but steady	Moderate enquiry at steady rates.
7 lbs. 37-39 in Grey Shirtings, (per piece)	Rs. 2-9-6 to 3-9-6	Rs. 2-9-6 to 3-9-6	Rs. 2-9-6 to 3-9-6
8 1/4 lbs. " " " ...	" 3-2 to 4-12	" 3-2 to 4-12	" 3-2 to 4-12
3lbs. 30-32in. Madapollams " ...	" 1-4 to 1-8	" 1-4 to 1-8	" 1-4 to 1-8
No. 40s Mule Twist, per lb. ...	As. 7 1/8 to 7 1/8	As. 7 1/2 to 8	As. 7 1/2 to 8
No. 30s Water " " ...	" 7 to 7 1/8	" 7 1/2 to 8 1/8	" 7 1/2 to 8 1/8
Copper Braziers, (in bundles) (per cwt.)	Rs. 33 1/4 ready; 33 3/8 to arrive.	Rs. 33 1/2 ready; 33 3/4 to arrive.	Rs. 33 1/2 ready; 33 3/4 to arrive.
Yellow Metal, (in cases) " ...	Rs. 27 ready; 27 1/8 to arrive.	" 27 1/2 ready; 27 3/4 to arrive.	" 27 1/2 ready; 27 3/4 to arrive.
Welsh Bar Iron, (per candy of 746 1/2 lbs.)	Rs. 22 1/2	" 22 to 23	" 22 to 23
Staffordshire Bar Iron, " "	" 23 Nominal	" 23 Nominal.	" 23 Nominal.
Swedish Bar Iron, " "	" 41 1/2 to 42 1/2	" 42 to 43	" 42 to 43
Davison's West Hartley Coal, (per ton) alongside.	None	None	None
Welsh Hartley Coal, (per ton) "	" 18	" 19	"
Cardiff, (Best) Coal (per ton) "	Rs. 20; Rs. 18 1/2 forward.	" 19	" 18 to 19
EXPORTS.			
Cotton— Market	Firm.	Steady	Quiet
Broach, Fine	" 245 Ready	" 252 Ready	" 246 Ready.
Do. F.G.	" 242 "	" 248 "	" 241 "
Do. Good	" 237 "	" 244 "	" 238 "
Hinguughaut, Good	...	...	...
Do. F.G.	...	...	...

mittee of the Chamber of Commerce during the Year, 1887—*contd.*

Quotations.	Week ending 31st March.	Week ending 7th April.	Week ending 14th April.
EXPORTS—*Contd.*			
Cotton—			
Oomrawuttee, Fine	...	...	...
„ F.G.	Rs. 206 Ready	Rs. 212 Ready	Rs. 210 Ready
„ Good	„ 199 to 200 „	„ 204 „	„ 202 „
„ F.G.F.	„ 190 „	„ 195 „	„ 190 „
Julgaum, Good	„ 187 „	„ 189 „	„ 188 „
„ F.G.F.	„ 179 „	„ 182 „	„ 180 „
Dhollera, Fine	„ 216 „	„ 219 „	„ 216 „
„ F.G.	„ 208 „	„ 208 „	„ 206 „
„ Good	„ 200 „	„ 200 „	„ 198 „
„ F.G.F.	„ 190 „	„ 190 May	„ 190 „
Bengals, Fine	„ 168 „	„ 170 Ready	„ 167 „
„ F.G.	„ 154 „	„ 155 „	„ 153 „
„ Good	„ 142 „	„ 144 „	„ 144 „
„ F.G.F.	„ 135 „	„ 137 „	„ 138 „
Dharwar (S. G.,) Good ...	„ 213 Apl-May	„ 216 May	„ 210 „
„ F.G.F.	...	...	...
Compta Good	...	...	...
„ F.G.F.	...	...	...
„ G.F.	...	...	...
Westerns, Good	„ 192 May-June	„ 197 May-June	„ 198 Apl-May
„ F.G....	„ 186 May	...	...
„ G.F.	...	...	...
Gingelly Seed, White (per cwt.)	„ 6-7 to 6-9 (N.Crop)	„ 6-5 to 6-7 ready	Rs. 6-5 to 6-7
„ Mixed „ ...	„ 5-11 to 5-14 „	„ 5-14 to 5-15 „	„ 5-14 to 5-15
Linseed „ ...	„ 6-2 „	„ 6-4 to 6-5 „	„ 6-2 to 6-2-6
Rapeseed, Guzerat Yellow „ ...	„ 5-4 „	„ 5-4 to 5-5 „	„ 5-4
„ Red Cawnpore „ ...	„ 4.12 (O.Crop)	„ 4-14-6 May	„ 4-13
Wheat, White Pessy No. 1 „ ...	„ 4-7 to 4-8 (N.Crop)	„ 4-8 Ready	„ 4-8
„ Laskari No. 1 „ ...	„ 4-3 to 4-4 „	„ 4-3 to 4-4 „	„ 4-4 to 4-5
„ Khatha (Hard Red) Fine „ ...	„ 3-15 „	„ 3-15 „	„ 3-15-6 to 4-0
„ Ahmedabad (Soft Red) „ ...	„ 4-4 „	„ 4-3 to 4-4 „	„ 4-5 to 4-6
„ Delhi White „ ...	„ 4-4 to 4-5 „	„ 4-6 May	„ 4-5-9 (Forward)
„ „ Red „ ...	...	„ 4-2 „	...
„ Hard Yellow Khandwa „ ...	„ 4-12 to 4-13 „	„ 4-12 to 4-13 Rdy.	„ 4-12 to 4-13
„ Khathi, Red, Nagpore „ ...	„ 4-1 to 4-2 „	„ 3-15 6 to 4-0 „	„ 4
Opium, (Malwa) (per chest) Old ...	„ 1,175 to 1,250	„ 1,175 to 1,250	„ 1,215
„ „ „ New ...	„ 1,135 to 1,185	„ 1,125 to 1,175	„ 1,170
FREIGHTS.	(Ready)	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton of 50 feet).	Nil.	Nil.	Nil.
„ „ via Suez Canal, (per ton of 40 ft.)	£1-2-6	£1-3-9	£1-2-6
„ Wheat and Seeds ...	£1-0-0	£1-0-0	£1-1-3
London—M'ment cargo, P.&O. Co.	£1-1-3	£1-2-6	£1-2-6
„ Seeds & Wheat „ „ ...	£1-0-0	£1-0-0	£1-1-3
„ M'ment cargo, Canal Strs...	£1-1-3	...	...
„ Seeds & Wheat „ „ ...	£1-0-0	...	...
Havre—Via Canal	£1-2-6	£1-3-9	£1-3-9
Antwerp „	£1-1-3	£1-3-9	£1-2-6
Hull „	£1-0-0	...	£1-2-6
Dunkirk „	£1-1-3	...	£1-3-9
Trieste & Venice—via Canal ...	£1-12-6	£1-12-6 at 2s. Ex.	£1-12-0 at 2s. Ex.
Marseilles and Genoa „ ...	£1-0-0	£1-2-6	£1-2-6
China, Steamer	Rs. 10	Rs. 10	Rs. 10
Australia	„ 25	„ 40	„ 40

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 21st April.	Week ending 28th April.	Week ending 5th May.
EXCHANGE.			
On England, Bank Bills, Tel. Transfer...	1s. 5d.	1s. 5 3/32 d.	1s. 4 15/16 d.
" " Sight	1s. 5d.	1s. 5 1/32 d.	1s. 4 13/32 d.
" " 3 m'ths' "	1s. 5 1/32 d.	1s. 5 1/32 d.	1s. 4 7/32 d.
" " 4 " "	1s. 5 3/32 d.	1s. 5 5/32 d.	1s. 4 29/32 d.
" " 6 " "	1s. 5 1/32 d.	1s. 5 3/32 d.	1s. 4 13/32 d.
First-class Credit 3 " "	1s. 5 7/32 d.	1s. 5 1/32 d.	1s. 5d.
" " 6 " "	1s. 5 5/32 d.	1s. 5 3/32 d.	1s. 5 1/32 d.
Documents... " 3 " "	1s. 5 7/32 d.	1s. 5 9/32 d.	1s. 5 3/32 d.
" " 6 " "	1s. 5 11/32 d.	1s. 5 13/32 d.	1s. 5 1/32 d.
Paris Francs Mer'tile Bills 3 " "	1·81	1·82 1/4	1·79
" " 6 " "	1·82 1/2	1·83 3/4	1·80 1/4
On Calcutta Bank Telegraphic Transfer...	99 1/16	100	100 1/16
On China Mer'tile Bills, 60 days' Sight.	216 1/2	217	219
Eng. Bar Gold, 100 touch (per tola)	Rs. 22-10	Rs. 22-10-6	Rs. 22-13
Sovereigns	" 14-2	" 14-1-6	" 14-5
RATES OF DISCOUNT.			
Bank Rate of Discount on Private Bills.	11 per cent.	11 per cent.	10 per cent.
" of Interest on Demand Loans on Govt. Securities	10 "	10 "	9 "
Rate of Discount in the open Market on Govt. Securities ...	10 "	10 "	9 "
Money Market	Steady	Steady	Quiet
GOVERNMENT SECURITIES.			
Four per cents	Rs. 95 1/16 to 95 3/8	Rs. 96 1/8 to 96 3/16	Rs. 96 1/8
Four-and-a-half per cents. ...	" 99 1/4	100	" 100 1/4
IMPORTS.			
Piece Goods— Market	Demand limited; rates steady.	Moderate enquiry; prices steady.	Quiet, but steady.
7lbs. 37-39 in. Grey Shirtings, (per piece)	Rs. 2-9-6 to 3-10	Rs. 2-9-6 to 3-10	Rs. 2-9-6 to 3-10
8 1/4 lbs. " " " ...	" 3-2 to 4-12	" 3-2 to 4-12	" 3-2 to 4-12
3lbs. 30-32 in. Madapollams " ...	" 1-4 to 1-8	" 1-4 to 1-8-6	" 1-4 to 1-9
No. 40s Mule Twist, per lb. ...	As. 7 1/2 to 8	As. 7 1/2 to 8	As. 7 1/2 to 8 1/8
No. 30s Water " " ...	" 7 1/4 to 8 1/8	" 7 1/4 to 8 1/8	" 7 1/4 to 8 1/8
Copper Braziers (in bundles) (per cwt)	Rs. 33 1/8 ready; 33 3/8 to arrive.	Rs. 32 1/2 ready; 33 1/2 to arrive.	Rs. 32 1/2 ready; 33 1/4 to arrive.
Yellow Metal, (in cases) " ...	Rs. 27 1/2 ready; 27 1/2 to arrive.	" 27 1/2 ready; 27 1/2 to arrive.	" 27 ready; 27 1/2 to arrive.
Welsh Bar Iron, (per candy of 746 1/2 lbs.).	Rs. 22 to 23	" 22 to 23	" 22 1/2 to 23
Staffordshire Bar Iron, " " ...	" 23 Nominal	" 23 Nominal	" 23 Nominal
Swedish Bar Iron " " ...	" 42 to 43	" 42 to 43	" 42 to 43
Davison's West Hartley Coal (per ton) alongside.	" 17 3/4 to 18	None	" 18 1/2 to 18 3/4
Welsh Hartley Coal, (per ton) "	" 17 3/4 to 18	" 17	" 19 to 19 1/4
Cardiff (Best) Coal, (per ton) "	" 18	" 17 1/2 to 18 1/2	" 19 to 19 1/2
EXPORTS.			
Cotton— Market	Dull & declining.	Quiet.	Firm.
Broach, Fine	" 235 Ready	Nominal	" 240 Ready
Do. F.G.	" 231 "	Rs. 233 Ready	" 233 "
Do. Good	" 225 "	" 227 "	" 229 "
Hinguughaut, Good	...	...	None
Do. F.G.	...	...	...

mittee of the Chamber of Commerce during the Year 1887—*contd.*

Quotations.	Week ending 21st April.	Week ending 28th April.	Week ending 5th May.
EXPORTS.—*contd.*			
Cotton—			
Oomrawuttee, Fine	...	...	...
„ F.G.	Rs. 205 Ready	Rs. 200 Ready	Rs. 203 Ready
„ Good	„ 198 „	„ 195 „	„ 197 „
„ F.G.F. ...	„ 188 „	„ 188 „	„ 190 „
Julgaum, Good	„ 186 „	„ 186 „	„ 189 „
„ F.G.F.	„ 176 „	„ 175 „	„ 180 „
Dhollera, Fine	„ 212 „	„ 214 to 215 „	„ 216 „
„ F.G.	„ 202 „	„ 200 to 202 „	„ 204 „
„ Good	„ 194 „	„ 194 „	„ 196 „
„ F.G.F.	„ 184 „	...	„ 188 „
Bengals, Fine	„ 162 „	„ 160 „	„ 161 „
„ F.G.	„ 147 „	„ 146 „	„ 146 „
„ Good	„ 140 „	„ 139 „	„ 141 „
„ F.G.F.	„ 135 „	...	„ 136 „
Dharwar, (S. G.), Good ...	„ 198 „	„ 199 „	„ 204 „
„ F.G.F.	...	...	...
Compta, Good	...	...	„ 170 „
„ F.G.F.	...	...	...
„ G.F.	...	...	...
Westerns, Good	„ 192 Apl.-May	„ 190 „	„ 191 „
„ F.G.F.	...	...	...
„ G.F.	...	...	...
	(Ready.)	(Ready.)	(Ready.)
Gingelly Seed, White (per cwt.)	„ 6-6 to 6-8	Rs. 6-6 to 6-8	Rs. 6-7 to 6-8
„ Mixed „ ...	„ 5-14 to 5-15	„ 5-14 to 5-15	„ 5-12 to 5-13
Linseed „ ...	„ 6-2-6	„ 6-2	„ 6-3-6
Rapeseed, Guzerat Yellow „ ...	„ 5-5	„ 5-2	„ 5-4
„ Red Cawnpore „ ...	„ 4-12 to 4-13	„ 4-12 to 4-13	„ 4-12 to 4-13
Wheat, White Pessy No. 1 „ ...	„ 4-8	„ 4-7	„ 4-8-6
„ Laskari No. 1 „	„ 4-5 to 4-6	„ 4-6	„ 4-4 to 4-5
„ Khatha (Hard Red) Fine „	„ 4-0-0	„ 4 to 4-1	„ 4 to 4-1
„ Ahmedabad (Soft Red) „ ...	„ 4-5 to 4-6	„ 4-5 to 4-6	„ 4-5-6
„ Delhi White „ ...	„ 4-5 (forward)	„ 4-5	„ 4-4 to 4-5
„ „ Red „ ...	...	„ 4-2 to 4-3	„ 4-2
„ Hard Yellow Khandwa „ ...	„ 4-12 to 4-13	„ 5 to 5-1	„ 5-0-6
„ Khathi, Red, Nagpore „ ...	„ 3-15-3	„ 3-14 to 3-15	„ 4-0
Opium, (Malwa) (per chest) Old ...	„ 1,200	„ 1,170	„ 1,220
„ „ „ New ...	„ 1,160	„ 1,130	„ 1,160
FREIGHTS.	(Ready.)	(Ready.)	(Ready.)
Liverpool—Cotton, via Cape, (per ton of 50 feet).	Nil.	Nil.	Nil.
„ „ via Suez Canal, (per ton of 40 feet.)	£1-3-9	£1-5-0	£1-7-6
„ Wheat and Seeds ...	£1-2-6	£1-3-6	£1-3-9
London—M'ment cargo, P.&O. Co.	£1-3-9	£1-5-0	£1-6-3
„ Seeds & Wheat „ „ ...	£1-2-6	£1-3-9	£1-3-9
„ M'ment cargo, Canal Strs...	£1-2-6	£1-5-0	£1-6-3
„ Seeds & Wheat „ „ ...	£1-2-6	£1-2-6	...
Havre—Via Canal	£1-5-0	£1-3-9	£1-5
Antwerp „	£1-3-9	£1-3-9	£1-5
Hull „	£1-2-6	£1-3-9	£1-5
Dunkirk „	£1-3-9	£1-3-9	£1-5
Trieste & Venice—via Canal ...	£1-12-6 at 2s. Ex.	£1-15 at 2s. Ex.	£1-15 at 2s. Ex.
Marseilles and Genoa „ ...	£1-2-6	£1-3-0	£1-5
China, Steamer	Rs. 10	Rs. 10	Rs. 8 to 10
Australia	„ 40	„ 40	„ 40

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 12th May.	Week ending 19th May.	Week ending 23rd May.
EXCHANGE.			
On England, Bank Bills, Tel. Transfer...	1s. 4 1/16d.	1s. 4 7/32d.	1s. 4 3/4d.
„ „ Sight	1s. 4 1/16d.	1s. 4 7/32d.	1s. 4 1/32d.
„ „ 3 m'ths' „	1s. 4 3/32d.	1s. 4 9/32d.	1s. 4 7/32d.
„ „ 4 „ „	1s. 4 5/32d.	1s. 4 1/16d.	1s. 4 7/8d.
„ „ 6 „ „	1s. 4 1/16d.	1s. 5d.	1s. 4 1/16d.
First-class Credits ...3 „ „	1s. 5d.	1s. 5d.	1s. 4 1/16d.
„ „ 6 „ „	1s. 5 1/8d.	1s. 5 1/16d.	1s. 5 1/8d.
Documents 3 „ „	1s. 5 1/32d.	1s 5 1/32d.	1s. 4 31/32d.
„ „ 6 „ „	1s. 5 1/8d.	1s. 5 1/8d.	1s. 5 1/16d.
Paris Francs Mercantile Bills...3 „ „	1·79	1·79 1/4	1·78 1/2
„ „ ...6 „ „	1·80 1/4	1·80 1/4	1·79 3/4
On Calcutta Bank Telegraphic Transfer.	100	100 1/16	100 1/16
On China Mer'tile Bills, 60 d ys' Sig't .	220	219 1/2	219 1/2
English Bar Gold, 100 touch (per tola)	Rs. 22-13	Rs. 22-12-3	Rs. 22-13
Sovereigns	„ 14-4-6	„ 14-5	„ 14-5-9
RATES OF DISCOUNT.			
Bank Rate of Discount on Private Bills.	10 per cent.	8 per cent.	8 per cent.
„ of Interest on Demand Loans on Govt. Securities	9 „	7 „	7 „
Rate of Discount in the open Market on Govt. Securities ...	8 „	6 „	6 „
Money Market	Steady	Quiet	Quiet.
GOVERNMENT SECURITIES.			
Four per cents	Rs. 96 11/16	Rs. 97	Rs. 97 1/8 to 97 1/16
Four-and-a-half per cents. ...	„ 100 3/8	„ 101	101 1/4
IMPORTS.			
Piece Goods— Market	Little doing; prices steady.	Moderate business doing; prices steady.	Moderate enquiry; prices steady.
7lbs. 37-39 in. Grey Shirtings, (per piece)	Rs. 2-9-6 to 3-10	Rs. 2-9-6 to 3-10	Rs. 2-9-6 to 3-10
8 1/2lbs. „ „ „	„ 3-2 to 4-12	„ 3-2 to 4-12	„ 3-2 to 4-12
31lbs. 30-32 in. Madapollams „	„ 1-4 to 1-9	„ 1-4 to 1-9	„ 1-4 to 1-9
No. 40s Mule Twist, per lb. ...	As. 7 1/2 to 8	As. 7 1/2 to 8	As. 7 1/2 to 8
No. 30s Water „ „ ...	„ 7 1/2 to 8	„ 7 1/4 to 7 3/4	„ 7 1/4 to 7 3/4
Copper Braziers, (in bundles) (per cwt.)	Rs. 32 1/4 ready; 33 1/4 to arrive.	Rs. 32 1/4 ready; 33 1/4 to arrive.	Rs. 32 1/4 ready; 33 1/4 to arrive.
Yellow Metal, (in cases) „ ...	Rs 27 ready; 27 to arrive.	„ 27 1/4 ready; 27 3/8 to arrive.	„ 27 1/4 ready; 27 1/8 to arrive.
Welsh Bar Iron, (per candy of 746 1/2 lbs.)	Rs. 22 to 23	„ 22 to 23	„ 22 to 23
Staffordshire Bar Iron, „ „	„ 23 Nominal	„ 23 Nominal	„ 23 Nominal
Swedish Bar Iron, „ „	„ 42 to 43	„ 42 to 43	„ 42 to 43
Davison's West Hartley Coal (per ton) alongside.	None.	„ 18-8	None.
Welsh Hartley Coal, (per ton) „	„ 17	„ 18-12	„ 16-8
Cardiff (Best) Coal, (per ton) „	„ 18 1/2 to 19	„ 19-8	„ 17-8 to 17-12
EXPORTS.			
Cotton— Market	Quiet but steady	Firm.	Steady.
Broach, Fine	Nominal	Nominal	...
Do. F.G.	Rs. 228 to 229 ready	„ 228 Ready,	„ 227 Ready.
Do. Good	„ 222 „	„ 222 „	„ 222 „
Hinganghaut, Good	None.	None.	None.
Do. F.G.	...	...	...

mittee of the Chamber of Commerce during the Year 1887—*contd.*

Quotations.	Week ending 12th May.	Week ending 19th May.	Week ending 23rd May.
EXPORTS.—*contd.*			
Cotton—			
Oomrawuttee, Fine	...	...	...
„ F.G.	Rs. 206 Ready	Rs. 206 Ready	Rs. 207 Ready
„ Good	„ 195 to 196 „	„ 196 „	„ 195 to 196 „
„ F.G.F.	„ 188 to 190 „	„ 190 „	„ 189 to 190 „
Julgaum, Good	„ 186 „	„ 187 „	„ 187 „
„ F.G.F.	„ 178 „	„ 180 „	„ 179 „
Dhollera, Fine	„ 216 „	„ 216 „	„ 218 „
„ F.G.	„ 203 „	„ 202 „	„ 202 „
„ Good	„ 194 „	„ 194 to 195 „	„ 196 „
„ F.G.F.	„ 186 „	„ 188 „	„ 189 „
Bengals, Fine	„ 160 „	„ 160 „	„ 160 „
„ F.G.	„ 147 „	„ 146 „	„ 146 „
„ Good	„ 141 „	„ 142 „	„ 142 „
„ F.G.F.	...	„ 137 „	...
Dharwar (S. G.), Good ...	„ 199 „	„ 200 „	„ 204 „
„ F.G.F.	...	...	...
Compta, Good	...	...	...
„ F.G.F.	...	...	...
„ G.F.	...	...	...
Westerns, Good	„ 188 „	„ 188 „	„ 189 „
„ F.G.F.	...	...	...
„ G.F.	...	...	...
Gingelly Seed, White (per cwt)	(Ready) „ 6-8 to 6-10	(Ready) „ 6-10	(Ready) „ 6-10
„ Mixed „ ...	„ 5-4 to 5-6	„ 6-2 to 6-5	„ 6-2 to 6-5
Linseed „ ...	„ 6-4	„ 6-4	„ 6-4 to 6-4-6
Rapeseed, Guzerat Yellow „ ...	„ 5-4 to 5-5	„ 5-9	„ 5-9
„ Red Cawnpore „ ...	„ 5-1	„ 5-2-6	„ 5-2-6 Noml.
Wheat, White Pessy No. 1 „ ...	„ 4-8-6	„ 4-8 to 4-9	„ 4-8 to 4-9
„ Laskari No. 1 „ ...	„ 4-4 to 4-5	„ 4-5 to 4-6	„ 4-6
„ Khatha (Hard Red) Fine „ ...	„ 4-1-6	„ 4-1	„ 4-5
„ Ahmedabad (Soft Red) „ ...	„ 4-5 to 4-6	„ 4-6 to 4-7	„ 4-7
„ Delhi White „ ...	„ 4-4 to 4-6	„ 4-6-6	„ 4-6-3
„ „ Red „ ...	...	„ 4-3	„ 4-3
„ Hard Yellow Khandwa „ ...	„ 4-15 to 5-0	„ 4-15	„ 5-0
„ Khathi, Red, Nagpore „ ...	„ 4-1 to 4-2	„ 4-2	„ 4-3
Opium (Malwa) (per chest) Old ...	„ 1,220	„ 1,225	„ 1,220
„ „ „ New ...	„ 1,160	„ 1,165	„ 1,160
FREIGHTS.	(Ready)	(Ready)	(Ready)
Liverpool—Cotton, via Cape (per ton of 50 feet).	£1-2-6	£1-2-6	£1-2-6
„ „ via Suez Canal (per ton of 40 feet)	£1-6-3	£1-3-9	£1-3-9
„ Wheat and Seeds ...	£1-5	£1-5	£1-2-6
London—M'ment, cargo P. & O. Co.	£1-6-3	£1-5	£1-5
„ Seeds & Wheat „ „ ...	£1-2-6 Old Scale	£1-2-6	£1-2-6
„ M'ment cargo Canal Strs...	£1-6-3	£1-5	...
„ Seeds & Wheat „ „ ...	£1-5	£1-5	...
Havre—Via Canal	£1-6-3	£1-5	£1-5
Antwerp „	£1-6-3	£1-5	£1-3-9
Hull „	£1-6-3	£1-5	£1-3-9
Dunkirk „	£1-6-3	£1-5	£1-3-9
Trieste & Venice—via Canal ...	£2 at 2s. Ex.	£2 at 2s. Ex.	£1-17-6
Marseilles and Genoa „ ...	£1-6-3	£1-5	£1-3-9
China, Steamer	Rs. 8 to 10	Rs. 12	Rs. 12
Australia	„ 40	„ 25	„ 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 30th May.	Week ending 6th June.	Week ending 13th June.
EXCHANGE.			
On England, Bank Bills, Tel. Transfer ...	1s. 4 3/4 d.	1s. 4 2/3 7/8 d.	1s. 4 3/4 d.
„ „ Sight	1s. 4 3/3 5/8 d.	1s. 4 2/3 7/8 d.	1s. 4 3/3 5/8 d.
„ „ 3 m'ths' „	1s. 4 2/3 7/8 d.	1s. 4 2/3 9/8 d.	1s. 4 3/3 7/8 d.
„ „ 4 „ „	1s. 4 5/8 d.	1s. 4 1/1 3/8 d.	1s. 4 7/8 d.
„ „ 6 „ „	1s. 4 3/3 8/8 d.	1s. 5d.	1s. 4 3/3 9/8 d.
First-class Credits ... 3 „ „	1s. 4 1/1 5/8 d.	1s. 5d.	1s. 4 1/1 5/8 d.
„ „ 6 „ „	1s. 5 1/1 8/8 d.	1s. 5 1/8 d.	1s. 5 3/3 2/8 d.
Documents ... ... 3 „ „	1s. 4 3/3 2/8 d.	1s. 5 1/1 8/8 d.	1s. 4 3/3 1/8 d.
„ 6 „ „	1s. 5 1/1 6/8 d.	1s. 5 1/8 d.	1s. 5 1/1 6/8 d.
Paris Francs Mercantile Bills... 3 „ „	1·78 1/2	1·79 1/2	1·78 1/2
„ 6 „ „	1·80	1·80 3/4	1·79 3/4
On Calcutta Bank Telegraphic Transfer.	100 1/16	100 1/16	100 1/16
On China Mer'tile Bills, 60 days' Sight.	219	219	219 1/4
English Bar Gold, 100 touch (per tola)	Rs. 22-13-6	Rs. 22-13	Rs. 22-13
Sovereigns	„ 14-8	„ 14-8	„ 14-8
RATES OF DISCOUNT.			
Bank Rate of Discount on Private Bills... ...	7 per cent.	7 per cent.	7 per cent.
„ of Interest on Demand.			
Loans on Govt. Security.	6 „	6 „	6 „
Rate of Discount in the open Market on Govt. Securities ...	5 „	6 „	5 1/2 „
Money Market	Quiet.	Steady.	Quiet
GOVERNMENT SECURITIES.			
Four per cents	Rs. 97 1/8	Rs. 97 1/8 to 97 1/4	Rs. 97 2/16
Four-and-a-half per cents. ...	„ 102	„ 102 1/2	„ 102
IMPORTS.			
Piece Goods— Market	Quiet, but steady	Moderate enquiry; prices steady.	Quiet, but steady
7 lbs. 37-39 in Grey Shirtings, (per piece)	Rs. 2-9-6 to 3-10	Rs. 2-9-6 to 3-10	Rs. 2-9-6 to 3-10
8 1/4 lbs. „ „ „ ...	„ 3-2 to 4-12	„ 3-2 to 4-12	„ 3-2 to 4-12
3 lbs. 30-32in. Madapollams „ ...	„ 1-4 to 1-9	„ 1-4 to 1-9	„ 1-4 to 1-9
No. 40s Mule Twist, per lb. ...	As. 7 1/2 to 8 1/4	As. 7 1/2 to 8 1/4	As. 7 1/2 to 8 1/4
No. 30s Water „ „ ...	„ 7 3/8 to 8	„ 7 1/2 to 8	„ 7 1/2 to 8
Copper Braziers, (in bundles) (per cwt.)	Rs. 33 1/2 ready; 33 3/8 to arrive	Rs. 33 1/2 ready; 33 1/4 to arrive.	Rs. 33 1/2 ready; 33 3/8 to arrive.
Yellow Metal, (in cases) „ ...	Rs. 28 ready; 27 1/4 to arrive.	„ 28 1/4 ready; 28 to arrive.	„ 28 1/4 ready; 28 1/2 to arrive.
Welsh Bar Iron, (per candy of 746 1/2 lbs.)	Rs. 22 to 23	Rs. 22 to 23	Rs. 22 to 22 1/2
Staffordshire Bar Iron, „ „	„ 23 Nominal	„ 23 Nominal	„ 23 Nominal
Swedish Bar Iron, „ „	„ 42 to 43	„ 42 to 43	„ 41 1/2 to 42 1/2
Davison's West Hartley Coal, (per ton) alongside.	„ 17-12	„ 15-8 July-Aug.	„ 17 to 17 1/2
Welsh Hartley Coal, (per ton) „	„ 16	„ 15-8 „	„ 15-8 to 16
Cardiff (Best) Coal, „ „	„ 17 to 17-12	„ 16-4 „	„ 16-8 to 17
EXPORTS.			
Cotton— Market	Steady.	Firm.	Steady.
Broach, Fine	...	...	...
Do. F.G.	„ 227 Ready	...	...
Do. Good	„ 222 „	„ 222 Ready	...
Hingunghaut, Good	...	...	...
Do. F.G.	...	...	...

mittee of the Chamber of Commerce during the Year 1887—*contd.*

Quotations.	Week ending 30th May.	Week ending 6th June.	Week ending 13th June.
EXPORTS.—*contd.*			
COTTON—			
Oomrawuttee, Fine	...	...	...
„ F.G.	Rs. 207 to 208 Rdy.	Rs. 207 Ready	Rs. 207 to 208 Rdy.
„ Good	„ 197 to 198 „	„ 198 „	„ 200 „
„ F.G.F.	„ 190 „	„ 190 „	„ 193 „
Julgaum, Good	„ 188 „	„ 188 „	„ 188 „
„ F.G.F.	„ 179 „	„ 180 „	„ 180 „
Dhollera, Fine	„ 219 „	„ 221 Nml. „	...
„ F.G.	„ 204 „	„ 203 „	„ 206 to 207 „
„ Good	„ 194 „	„ 195 „	„ 195 to 196 „
„ F.G.F.	„ 187 „	„ 186 „	„ 186 to 187 „
Bengals, Fine	„ 160 „	„ 160 „	„ 160 „
„ F.G.	„ 147 „	„ 146 „	„ 145 „
„ Good	„ 141 „	„ 140 „	„ 140 „
„ F.G.F.	...	...	...
Dharwar (S.G.), Good... ...	„ 203 to 204 „	„ 203 „	„ 204 „
„ F.G.F	...	„ 200 Oct. dly.	„ 200 Oct. dly.
Compta, Good	...	...	...
„ F.G.F.	...	...	...
„ G.F.	...	...	...
Westerns, Good...	„ 191 „	„ 190 Ready	„ 190 to 191 Rdy.
„ F.G.F.	...	...	...
„ G.F.	...	...	...
	(Ready)	(Ready)	(Ready)
Gingelly Seed, White (per cwt.)	Rs. 7	Rs. 6-12	Rs. 6-12
„ Mixed „ ...	„ 6-8	„ 6-8	„ 6-6
Linseed „ ...	„ 6-6	„ 6-7	„ 6-6-6
Rapeseed, Guzerat Yellow „ ...	„ 5-12	„ 5-6	„ 6-3
„ Red Cawnpore „ ...	„ 5-4	„ 5-5	„ 5-4 Noml.
Wheat, (White Pessy) No. 1 „ ...	„ 4-10	„ 4-10	„ 4-9-6
„ Laskari No. 1 „ ...	„ 4-6	„ 4-5	„ 4-5
„ Khatha (Hard Red) „ ...	„ 4-3	„ 4-3	„ 4-2
„ Ahmedabad (Soft Red) „ ...	„ 4-7	„ 4-7-6	„ 4-8
„ Delhi White „ ...	„ 4-7	„ 4-6-6	„ 4-7
„ „ Red „ ...	„ 4-3	„ 4-4	„ 4-3
„ Hard Yellow Khandwa „ ...	„ 5-4	„ 5-4	„ 5
„ Khathi, Red, Nagpore „ ...	„ 4-4	„ 4-3	„ 4-3
Opium, (Malwa) (per chest) Old ...	„ 1,220	„ 1,235	„ 1,250
„ „ „ New ...	„ 1,160	„ 1,175	„ 1,185
FREIGHTS.	(Ready)	June New Scale	(Ready)
Liverpool—Cotton, via Cape, (per ton of 50 feet).	...	...	Nil.
„ „ via Suez Canal, (per ton of 40 ft).	£1-5	£1-5	£1-5
„ Wheat and Seeds ...	£1-5	£1-5	£1-5
London—M'ment Cargo, P.&O.Co.	£1-5	£1-5	£1-5
„ Seeds & Wheat „ „ ...	£1-5	£1-5	£1-5
„ M'ment cargo, Canal Strs..	£1-5	£1-5	£1-5
„ Seeds & Wheat „ „ ...	£1-5	£1-5	£1-5
Havre—Via Canal	£1-5	£1-5	£1-5
Antwerp „	£1-5	£1-5	£1-5
Hull „	£1-5	£1-5	£1-5
Dunkirk „	£1-5	£1-5	£1-5
Trieste & Venice—via Canal ...	£1-17-6 at 2s. Ex.	£1-5	£1-5
Marseilles and Genoa „ ...	£1-5	£1-5	£1-5
China, Steamer	Rs. 12	Rs. 12	Rs. 10
Australia	„ 25	„ 25	„ 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 20th June.	Week ending 27th June.	Week ending 4th July.
EXCHANGE.			
On England, Bank Bills, Tel. Transfer...	1s. 4 1/32 d.	1s. 4 3/32 d.	1s. 4 3/32 d.
" " Sight	1s. 4 1/16 d.	1s. 4 1/16 d.	1s. 4 1/16 d.
" " 3 m'ths' "	1s. 4 1/8 d.	1s. 5d.	1s. 4 1/8 d.
" " 4 " "	1s. 4 3/32 d.	1s. 5 1/32 d.	1s. 4 3/32 d.
" " 6 " "	1s. 4 1/16 d.	1s. 5 1/16 d.	1s. 4 1/16 d.
First-class Credits 3 " "	1s. 5d.	1s. 5 1/32 d.	1s. 5d.
" " 6 " "	1s. 5 3/32 d.	1s. 5 1/32 d.	1s. 5 1/32 d.
Doc ments " 3 " "	1s. 5d.	1s. 5 1/32 d.	1s. 5 1/32 d.
" " 6 " "	1s. 5 3/32 d.	1s. 5 3/32 d.	1s. 5 3/32 d.
Paris Francs Mercantile Bills ...3 " "	1·79 1/4	1·80 1/8	1·79 1/4
" " 6 " "	1·80 1/4	1·81 1/4	1·80 1/8
On Calcutta Bank Telegraphic Transfer	100 1/16	100 1/16	100 1/16
On China Mer'tile Bills, 60 days' Sight.	219 1/4	219 1/8	220 1/8
Eng. Bar Gold, 100 touch (per tola)	Rs. 22-13	Rs. 22-12	Rs. 22-13
Sovereigns	" 14-8	" 14-6-6	" 14-6 5/16 6
RATES OF DISCOUNT.			
Bank Rate of Discount on Private Bills.	6 per cent.	6 per cent.	6 per cent.
" of Interest on Demand Loans on Govt. Securities.	5 "	5 "	5 "
Rate of Discount in the open Market on Govt. Securities....	5 "	5 "	4 1/2 "
Money Market	Quiet	Steady	Quiet.
GOVERNMENT SECURITIES.			
Four per cents.	Rs. 97 1/8	Rs. 97 1/8	Rs. 97 1/8
Four-and-a-half per cents. ...	" 102	" 102	" 102
IMPORTS.			
Piece Goods— Market	Little doing; prices steady.	Limited enquiry at previous prices.	Inactive; prices steady
7 lbs. 37-39 in. Grey Shirtings, (per piece)	Rs. 2-9-6 to 3-12	Rs. 2-9-6 to 3-12	Rs. 2-9-6 to 3-12
8 1/4 lbs. " " " ...	" 3-2 to 4-12	" 3-2 to 4-12	" 3-2 to 4-10
3 lbs. 30-32 in. Madapollams " ...	" 1-4 to 1-9	" 1-4 to 1-9	" 1-4 to 1-9
No. 40s Mule Twist, per lb. ...	As. 7 3/4 to 8 1/4	As. 7 3/4 to 8 1/4	As. 7 3/4 to 8 1/4
No. 30s Water " " ...	" 7 1/2 to 8	" 7 1/2 to 8	" 7 1/2 to 8
Copper Braziers, (in bundles) (per cwt)	Rs. 33 1/16 ready, 33 1/4 to arrive.	Rs. 33 ready; 33 1/4 to arrive.	Rs. 33 1/2 ready; 33 1/4 to arrive.
Yellow Metal, (in cases) " ..	Rs 28 1/8 ready; 28 1/2 to arrive.	Rs. 28 1/8 ready; 28 1/4 to arrive.	Rs 28 3/16 ready; 28 3/4 to arrive.
Welsh Bar Iron, (per candy of 746 1/2 lbs.)	Rs. 22 to 22 1/2	Rs. 22	Rs. 22
Staffordshire Bar Iron, " " ...	" 23 Nominal	" 23 Nominal	" 23 Nominal
Swedish Bar Iron, " " ...	" 41 1/2 to 42 1/2	" 41 to 42	" 41 to 42
Davison's West Hartley Coal, (per ton) alongside.	" 17	" 16-8 to 17	" 17
Welsh Hartley Coal, (per ton) "	" 15	" 15 to 15-8	" 16
Cardiff (Best) Coal, (per ton) "	" 16-8	" 16 to 16-12	" 16-12
EXPORTS.			
Cotton— Market	Quiet.	Quiet.	Quiet.
Broach, Fine	...	...	...
Do. F.G.	...	...	...
Do. Good	...	...	...
Hinguughaut, Good	...	...	...
Do. F.G.	...	...	...

mittee of the Chamber of Commerce during the Year 1887—*contd.*

Quotations.	Week ending 20th June.	Week ending 27th June.	Week ending 4th July.
EXPORTS—*contd.*			
Cotton—			
Oomrawuttee, Fine	...	...	...
„ F. G.	Rs. 207 Ready	Rs. 208 Ready	Rs. 205 to 208 Rdy
„ Good	„ 198 to 200 „	„ 198 to 200 „	„ 197 to 198 „
„ F.G.F.	„ 190 „	„ 188 to 190 „	„ 198 to 190 „
Julgaum, Good	„ 188 „	„ 186 to 188 „	„ 183 „
„ F.G.F.	„ 180 „	„ 178 to 180 „	„ 175 „
Dhollera, Fine	...	„ 216 „	...
„ F.G.	„ 205 to 206 „	„ 204 to 206 „	„ 202 to 201 Rdy
„ Good...	„ 195 „	„ 193 to 195 „	„ 193 to 195 „
„ F.G.F.	„ 185 „	„ 182 to 184 „	„ 180 to 182 „
Bengals, Fine	„ 160 „	„ 160 „	„ 160 to 161 „
„ F. G.	„ 147 „	„ 148 „	„ 147 to 148 „
„ „ Good	„ 141 „	„ 140 „	„ 140 to 141 „
„ F.G.F.	...	...	...
Dharwar, (S.G.), Good... ...	„ 203 to 204 „	„ 200 „	„ 197 to 199 „
„ F.G.F.	...	...	...
Compta, Good	...	...	...
„ F.G.F.	...	...	...
„ G.F.	...	...	...
Westerns, Good	„ 186 Ready	„ 185 to 186 „	„ 182 to 183 „
„ F.G.F.	...	...	...
„ G.F.	...	...	...
	(Ready)	(Ready)	(Ready)
Gingelly Seed, White (per cwt.)	„ 6-10	Rs. 6-12	Rs. 6-10
„ Mixed „ ...	„ 6-6	„ 6-4	„ 6-4
Linseed „ ...	„ 6-5	„ 6-5	„ 6-4
Rapeseed, Gujerat Yellow „ ...	„ 6-3-6	„ 6-2	„ 6-2
„ Red Cawnpore „ ...	„ 5-5	„ 5-5	„ 5-5
Wheat, White Pessy, No. 1 „ ...	„ 4-8	„ 4-5-6	„ 4-5-9 to 4-6-6
„ Laskari No. 1. „ ...	„ 4-3	„ 4-6	„ 4-6
„ Khatha (Hard Red) „ ...	„ 4-2	„ 4-3	„ 4-4
„ Ahmedabad (Soft Red) „ ...	„ 4-7	„ 4-3	„ 4-5-6
„ Delhi White „ ...	„ 4-5	„ 4-4	„ 4-5-6
„ „ Red „ ...	„ 4-2	„ 4-0	„ 4-0-6
„ Hard Yellow Khandwa „ ...	„ 4-11	„ 4-15	„ 4-12
„ Khathi, Red, Nagpore „ ...	„ 4-3	„ 4-3-6	„ 4-4
Opium (Malwa) (per chest) Old ...	„ 1,230	„ 1,235	„ 1,220
„ „ „ New ...	„ 1,180	„ 1,175	„ 1,170
FREIGHTS.	(Ready)	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton 50 feet).	Nil.	Nil.	Nil.
„ „ via Suez Canal, (per ton 40 feet).	£1-5	£1-6-3	£1-2-6
„ Wheat and Seeds ...	£1-5	£1-6-3	£1-2-6
London—M'ment cargo, P.&O. Co.	£1-5	£1-6-3	£1-2-6
„ Seeds & Wheat „ „ ...	£1-5	£1-6-3	£1-2-6
„ M'ment cargo, Canal Strs..	£1-5	£1-6-3	£1-2-6
„ Seeds & Wheat „ „ ...	£1-5	£1-6-3	£1-2-6
Havre—Via Canal	£1-5	£1-6-3	£1-2-6
Antwerp „	£1-5	£1-6-3	£1-2-6
Hull „	£1-5	£1-6-3	£1-2-6
Dunkirk „	£1-5	£1-6-3	£1-2-6
Trieste & Venice—via Canal ...	£1-5	£1-6-3	£1-2-6
Marseilles and Genoa „ ...	£1-5	£1-6-3	£1-2-6
China, Steamer	Rs. 10 to 12	Rs. 10 to 12	Rs. 10 to 12
Australia	„ 25	„ 25	„ 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 11th July.	Week ending 18th July.	Week ending 25th July.
EXCHANGE.			
On England, Bank Bills, Tel. Transfer...	1s. 4 27/32 d.	1s. 4 7/8 d.	1s. 4 15/16 d.
" " Sight	1s. 4 7/8 d.	1s. 4 29/32 d.	1s. 4 31/32 d.
" " 3 m'ths' "	1s. 4 15/32 d.	1s. 4 31/32 d.	1s. 5 3/32 d.
" " 4 " "	1s. 4 7/32 d.	1s. 4 31/32 d.	1s. 5 1/16 d.
" " 6 " "	1s. 5d.	1s. 5d.	1s. 5 1/8 d.
First-class Credits... 3 " "	1s. 5 1/16 d.	1s. 5 1/16 d.	1s. 5 1/8 d.
" " 6 " "	1s. 5 3/16 d.	1s. 5 3/16 d.	1s. 5 1/4 d.
Documents 3 " "	1s. 5 3/32 d.	1s. 5 3/32 d.	1s. 5 5/32 d.
" 6 " "	1s. 5 3/16 d.	1s. 5 7/32 d.	1s. 5 9/32 d.
Paris Francs Mercantile Bills... 3 " "	1·79 3/4	1·79 3/4	1·80 1/2
" " 6 " "	1·81	1·81	1·81 1/4
On Calcutta Bank Telegraphic Transfer	100 1/16	100 3/32	100 1/16
On China Mer'tile Bills, 60 days' Sight	220 1/4	220 1/4	220
Eng. Bar Gold, 100 touch (per tola)	Rs. 22-12	Rs. 22-12	Rs. 22-11-3
Sovereigns...	" 14-5	" 14-5	" 14-3-6
RATES OF DISCOUNT.			
Bank Rate of Discount on Private Bills...	6 per cent.	6 per cent.	5 per cent.
" of Interest on Demand Loans on Govt. Securities.	5 "	5 "	4 "
Rate of Discount in the open Market on Govt. Securities ...	4 "	4 "	4 "
Money Market	Quiet.	Easy.	Quiet.
GOVERNMENT SECURITIES.			
Four per cents	Rs. 97 5/16	Rs. 97 1/16	Rs. 97 1/8
Four-and-a-half per cents.. ...	" 101 1/4 to 102	" 102	" 102 1/8
IMPORTS.			
PIECE GOODS— Market	Little doing; but prices steady.	Very quite; but prices steady.	Moderate enquiry; prices steady.
7 lbs 37-39 in Grey Shirtings, (per piece)	Rs. 2-9-6 to 3-12	Rs. 2-9-6 to 3-12	Rs. 2-9-6 to 3-12
8 1/4 lbs. " " " ...	" 3-2 to 4-13	" 3-2 to 4-13	" 3-2 to 4-13
3 lbs. 30-32 in. Madapollams " ...	" 1-4 to 1-9	" 1-4 to 1-9	" 1-4 to 1-9
No. 40s Mule Twist, per lb. ...	As. 7 3/4 to 8 1/4	As. 7 1/4 to 8 1/4	As. 7 1/4 to 8 1/4
No. 30s Water " " ...	" 7 1/2 to 8	" 7 1/2 to 8	" 7 1/4 to 8
Copper Braziers, (in bundles) (per cwt.)	Rs. 33 1/2 ready; 33 1/2 to arrive.	Rs. 33 1/16 ready; 33 1/2 to arrive.	Rs. 33 1/2 ready; 33 1/2 to arrive.
Yellow Metal, (in cases) " ...	Rs. 28 1/2 ready; 28 3/4 to arrive.	Rs. 28 1/2 ready; 28 1/2 to 28 3/4 to arrive.	Rs. 28 1/2 ready; 28 1/2 to arrive.
Welsh Bar Iron, (per candy of 746 1/2 lbs.)	Rs. 22 to 23	Rs. 23	Rs. 23
Staffordshire Bar Iron, " "	" 23 to 24 Nl.	" 23 to 24 Nl.	" 25 Nominal.
Swedish Bar Iron, " "	" 40 to 41	" 40 to 41	" 40 to 41
Davison's West Hartley Coal, (per ton) alongside.	" 17 to 17-8	" 18	" 17-12 to 18
Welsh Hartley Coal, (per ton) "	" 15-8 to 16	" 17	" 17
Cardiff (Best) Coal, " "	" 16-8 to 17	" 17-8	" 17-4 to 17-12
EXPORTS.			
COTTON— Market	Quiet.	Very quiet.	Very Quiet.
Broach, Fine	...	...	...
Do. F.G.	...	...	...
Do. Good	Rs. 217 to 218 Mar.	Rs. 216 to 217 Mar.	Rs. 215 to 216 Mar.
Hingunghaut, Good	...	...	...
Do. F.G.	...	...	...

mittee of the Chamber of Commerce during the Year 1887—*contd.*

Quotations.	Week ending 11th July.	Week ending 18th July.	Week ending 25th July.
EXPORTS.—*contd.*			
Cotton—			
Oomrawuttee, Fine	...	...	...
„ F.G.	Rs. 207 to 208 Ry.	Rs. 204 to 205 Ry.	Rs. 200 Ready
„ Good	„ 196 to 198 „	„ 194 to 196 „	„ 193 to 194 „
„ F.G.F.	„ 188 to 190 „	„ 182 to 185 „	...
Julgaum, Good	„ 182 „	„ 180 „	„ 180 „
„ F.G.F.	„ 173 „	„ 172 „	„ 170 „
Dhollera, Fine	...	...	...
„ F.G.	„ 202 to 205 „	„ 200 „	„ 200 to 202 „
„ Good	„ 193 to 195 „	„ 192 to 194 „	„ 192 to 193 „
„ F.G.F.	„ 180 to 183 „	„ 182 „	„ 180 to 182 „
Bengals, Fine	„ 160 „	„ 160 „	„ 156 to 158 „
„ F.G.	„ 149 „	„ 148 „	„ 146 to 149 „
„ Good	„ 140 „	„ 140 „	„ 138 to 140 „
„ F.G.F.	...	...	...
Dharwar, (S.G.) Good... ...	„ 195 „	„ 192 to 193 „	„ 190 „
„ F.G.F.	...	...	„ 185 „
Compta, Good...	...	...	...
„ F.G.F.	...	...	...
„ G.F.	...	...	...
Westerns, Good...	„ 180 to 182 „	„ 178 „	„ 178 „
„ F.G.F.	...	...	...
„ G.F.	...	...	...
Gingelly Seed, White (per cwt.)	(Ready) Nominal.	(Ready) ...	(Ready) Nominal.
„ Mixed „ ...	Rs. 6-4	Rs. 6-4	Rs. 6-4
Linseed „ ...	„ 6-5-0 to 6-5-6	„ 6-5 to 6-6	„ 6-5 to 6-6
Rapeseed, Guzerat Yellow „ ...	„ 6-4	„ 6-5	„ 6-5
„ Red Cawnpore „ ...	„ 5-5-6	„ 5-6	„ 5-7 to 5-8
Wheat, (White Pessy) No. 1 „ ...	„ 4-6-6	„ 4-7	„ 4-5 to 4-6
„ Laskari No. 1 „ ...	„ 4-5	„ 4-7	„ 4-7
„ Khatha (Hard Red) „ ...	„ 4-5-6	„ 4-8	„ 4-10
„ Ahmedabad (Soft Red) „ ...	„ 4-6	„ 4-4	„ 4-6 to 4-7
„ Delhi White „ ...	„ 4-5-6	„ 4-5	„ 4-5 to 4-6
„ „ Red „ ...	„ 4-1	„ 4-0-6	„ 4-1
„ Hard Yellow Khandwa „ ...	„ 4-14	„ 4-14	„ 4-13 to 4-14
„ Khathi, Red, Nagpore „ ...	„ 4-4-6	„ 4-4	„ 4-3
Opium, (Malwa) (per chest) Old ..	„ 1,225	„ 1,220	„ 1,225
„ „ „ New ...	„ 1,175	„ 1,160	„ 1,175
FREIGHTS.	(Ready)	(Ready)	Ready.
Liverpool—Cotton, via Cape, (per ton of 50 feet.)	Nil.	Nil.	Nil.
„ „ via Suez Canal, (per ton of 40 feet).	£1-2-6	£1-1-3	£1-2-6
„ Wheat and Seeds ...	...	£1-0-0	£0-15 to £0-16-3
London—M'ment cargo, P.&O. Co.	£1-2-6	£1-1-3	£1-0-0
„ Seeds & Wheat „ „ ...	£1-2-6	£1-0-0	£0-15 to £0-16-3
„ M'ment cargo, Canal Strs...	£1-2-6	Nil.	Nil.
„ Seeds & Wheat „ „ ...	£1-2-6	...	...
Havre—Via Canal	£1-2-6	£1-1-3	£0-17-6
Antwerp „	£1-2-6	£1-1-3	£0-17-6
Hull „	£1-2-6	£1-1-3	£0-17-6
Dunkirk „	£1-2-6	£1-1-3	£0-17-6
Trieste & Venice—via Canal ...	£1-2-6	£1-1-3	£0-17-6
Marseilles and Genoa „ ...	£1-2-6	£1-1-3	£0-17-6
China, Steamer	Rs. 10 to 12	Rs. 12	Rs. 12
Australia	„ 25	„ 25	„ 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 1st August.	Week ending 8th August.	Week ending 15th August.
EXCHANGE.			
On England, Bank Bills, Tel. Transfer...	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.
„ „ Sight	1s. 4 3/32d.	1s. 5d.	1s. 5d.
„ „ 3 m'ths' „	1s. 5 1/16d.	1s. 5 1/16d.	1s. 5 1/16d.
„ „ 4 „ „	1s. 5 3/32d.	1s. 5 3/32d.	1s. 5 3/32d.
„ „ 6 „ „	1s. 5 3/32d.	1s. 5 1/8d.	1s. 5 3/32d.
First-class Credits,.. 3 „ „	1s. 5 1/8d.	1s. 5 5/16d.	1s. 5 5/16d.
„ „ 6 „ „	1s. 5 1/4d.	1s. 5 3/8d.	1s. 5 3/8d.
Documents ... 3 „ „	1s. 5 5/32d.	1s. 5 7/32d.	1s. 5 7/32d.
„ ... 6 „ „	1s. 5 5/32d.	1s. 5 13/32d.	1s. 5 13/32d.
Paris Francs Mercantile Bills... 3 „ „	1·80½	1·81	1·81⅛
„ ... 6 „ „	1·81¾	1·82¼	1·82⅝
On Calcutta Banks Telegraphic Transfer	100 1/16	100 1/16	100 1/16
On China Mer'tile Bills, 60 days' Sight.	220	220¼	219½
Eng. Bar-Gold, 100 touch (per tola)	Rs. 22-11	Rs. 22-10-6	Rs. 22-11
Sovereigns	„ 14-4	„ 14-3-6	„ 14-3
RATES OF DISCOUNT.			
Bank Rate of Discount on Private Bills.	5 per cent.	4 per cent.	4½ per cent.
„ of Interest on Demand Loans on Govt. Securities.	4 „	3 „	4 „
Rate of Discount in the open Market on Govt. Securities ...	3½ „	3 „	3½ „
Money Market	Easy.	Quiet.	Quiet.
GOVERNMENT SECURITIES.			
Four per cents.	Rs. 97 1/16	Rs. 97⅞	Rs. 97⅞
Four-and-a-half per cents ...	„ 102⅛	„ 102¼	„ 102¼
IMPORTS.			
PIECE GOODS— Market	Quiet; but prices steady.	Very quiet; but steady,	Little doing; but prices steady.
7lbs. 37-39 in. Grey Shirtings, (per piece)	Rs. 2-9-6 to 3-12	Rs. 2-9-6 to 3-12-0	Rs. 2-9-6 to 3-12
8¼ lbs. „ „ „ ...	„ 3-2 to 4-13	„ 3-2 to 4-13	„ 3-2 to 4-13
3lbs. 30-32 in. Madapollams „ ...	„ 1-4 to 1-9	„ 1-4 to 1-9	„ 1-4 to 1-9
No. 40s Mule Twist, per lb. ...	As. 7½ to 8¼	As. 7½ to 8¼	As. 7 to 8½
No. 30s Water „ „ ...	„ 7¼ to 8	„ 7¼ to 8	„ 7 to 8
Copper Braziers, (in bundles) (per cwt.)	Rs. 33⅛ ready; 33⅜ to arrive.	Rs. 33½ ready; 33¾ to arrive.	Rs. 33⅜ ready; 33½ to arrive.
Yellow Metal, (in cases) „ ...	Rs. 28⅔ ready; 28⅞ to arrive.	Rs. 28⅝ ready; 28⅞ to arrive.	Rs. 28½ ready; 28⅝ to arrive.
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 22 to 23	Rs. 22 to 23	Rs. 22 to 23
Staffordshire Bar Iron, „ „ ...	„ 23 to 24 Nl.	„ 23 to 24 Nl.	„ 23 to 24 Nl.
Swedish Bar Iron, „ „ ...	„ 40 to 41	„ 40 to 41	„ 40 to 41
Davison's West Hartley Coal, (per ton) alongside.	„ 17-12 to 18	„ 18	„ 17-8 to 18
Welsh Hartley Coal, (per ton) „	„ 17	„ 16-8 to 17	„ 16-8 to 17
Cardiff (Best) Coal, (per ton) „	„ 16-12 to 17-4	„ 17-12	„ 17-4 to 17-12
EXPORTS.			
COTTON— Market	Dull.	Dull.	Dull.
Broach, Fine	...	...	...
Do. F.G.	...	...	...
Do. Good	Rs. 214 March	Rs. 214 March	Rs. 213 to 214 Mar.
Hinganghaut, Good	...	...	...
Do. F.G.	...	...	...

mittee of the Chamber of Commerce during the Year 1887—*contd.*

Quotations.	Week ending 1st August.	Week ending 8th August.	Week ending 15th August.
EXPORTS.—*contd.*			
Cotton—			
Oomrawuttee, Fine	...	...	...
„ F.G.	Rs. 198 Ready	Rs. 197 Ready	Rs. 198 to 200 Ry.
„ Good	„ 188 to 190 „	„ 187 to 189 „	„ 190 to 192 „
„ F.G.F.	„ 180 „	„ 180 „	...
Julgaum, Good	„ 179 „	„ 178 „	„ 176 to 178 „
„ F.G.F.	„ 170 „	„ 170 „	„ 166 to 168 „
Dhollera, Fine	...	...	...
„ F.G.	„ 199 „	„ 198 „	„ 195 „
„ Good	„ 189 „	„ 188 „	„ 189 „
„ F.G.F.	„ 178 „	„ 177 „	„ 175 „
Bengals, Fine	„ 155 to 158 „	„ 155 to 158 „	„ 153 to 155 „
„ F.G.	„ 145 to 147 „	„ 144 to 146 „	„ 144 to 145 „
„ Good	„ 138 to 140 „	„ 138 to 140 „	„ 138 to 140 „
„ F.G.F....	...	...	...
Dharwar (S.G.), Good	„ 190 „	„ 188 „	„ 186 to 188 „
„ F.G.F...	„ 183 „	„ 182 „	„ 180 to 182 „
Compta, Good	...	...	...
„ F.G.F...	...	...	...
„ G.F.	...	...	...
Westerns, Good...	„ 176 „	„ 175 „	„ 168 to 169 „
„ F.G.F.	...	...	...
„ G.F.	...	...	...
Gingelly Seed, White (per cwt.)	(Ready) Nominal.	(Ready) ...	(Ready) ...
„ Mixed „ ...	Rs. 7-4	Rs. 7-4	Rs. 7-4 to 7-8
Linseed „ ...	„ 6-4 to 6-6	„ 6-3 to 6-5	„ 6-0 to 6-4
Rapeseed, Gujerat Yellow „ ...	„ 6-4 to 6-5	„ 6-4 to 6-5	„ 6-4 to 6-5
„ Red Cawnpore „ ...	„ 5-6 to 5-8	„ 5-6 to 5-8	„ 5-6 to 5-8
Wheat, White Pessy, No. 1 „ ...	„ 4-4 to 4-5	„ 4-3-6 to 4-4	„ 4-1 to 4-3
„ Luskari No. 1 „ ...	„ 4-5 to 4-7	„ 4-5 to 4-6	„ 4-4 to 4-6
„ Khatha (Hard Red) „ ...	„ 4-6	„ 4-3	„ 4-1 to 4-2
„ Ahmedabad (Soft Red) „ ...	„ 4-3 to 4-4	„ 4-2 to 4-3	„ 4-5 to 4-6
„ Delhi White „ ...	„ 4-3 to 4-4	„ 4-1 to 4-2	„ 4-0 to 4-2
„ „ Red „ ...	„ 4	„ 4	„ 3-15 to 4
„ Hard Yellow Khandwa „ ...	„ 4-12 to 4-14	„ 4-11 to 4-13	„ 4-10 to 4-13
„ Khathi, Red, Nagpore „ ...	„ 4-4	„ 4-3 to 4-3	„ 4-0 to 4-1
Opium, (Malwa) (per chest) Old ...	„ 1,215	„ 1,225	„ 1,220
„ „ „ New ...	„ 1,165	„ 1,175	„ 1,170
FREIGHTS.	(Ready)	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton of 50 feet.)	Nil.	Nil.	Nil.
„ „ via Suez Canal, (per ton of 40 ft.)	£1-0-0	£0-18-9	£0-17-3
„ Wheat and Seeds ...	£0-15-0	£0-15-0	£0-13-9
London—M'ment cargo, P.&O. Co.	£1-0-0	£0-17-6	£0-17-6
„ Seeds & Wheat „ „ ...	£0-17-6	...	£0-17-6
„ M'ment cargo Canal, Strs...	Nil.	£0-17-6	Nil.
„ Seeds & Wheat „ „ ...	...	Nil.	...
Havre—Via Canal	£0-17-6	£0-17-6	£0-17-6
Antwerp „	£0-17-6	£0-17-6	£0-17-6
Hull „	£0-15-0	£0-17-6	Nil.
Dunkirk „	£0-17-6	£0-17-6	£0-17-6
Trieste & Venice—via Canal ...	£1-12-6 at 2s. Ex.	£1-11-3 at 2s. Ex.	£1-11-3 at 2s. Ex.
Marseilles and Genoa „ ...	£0-17-6	£0-17-6	£0-16-3
China, Steamer	Rs. 10 to 12	Rs. 10 to 12	Rs. 10 to 12
Australia	„ 25	„ 25	„ 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 23rd August.	Week ending 28th August.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer ...	1s. $5\frac{3}{32}$d.	1s. $5\frac{7}{32}$d.
" " Sight...	1s. $5\frac{3}{32}$d.	1s. $5\frac{1}{4}$d.
" " 3 m'ths' " ...	1s. $5\frac{5}{32}$d.	1s. $5\frac{5}{16}$d.
" " 4 " " ...	1s. $5\frac{1}{16}$d.	1s. $5\frac{1}{32}$d.
" " 6 " " ...	1s. $5\frac{9}{32}$d.	1s. $5\frac{7}{16}$d.
First-class Credits 3 " " ...	1s. $5\frac{9}{32}$d.	1s. $5\frac{1}{2}$d.
" " 6 " " ...	1s. $5\frac{15}{32}$d.	1s. $5\frac{1}{32}$d.
Documents " 3 " " ...	1s. $5\frac{5}{16}$d.	1s. $5\frac{1}{2}$ to $\frac{17}{32}$d.
" " 6 " " ...	1s. $5\frac{1}{2}$d.	1s. $5\frac{17}{16}$d.
Paris Francs Mercantile Bills... 3 " " ...	1·83	1·85
" " 6 " " ...	1·84¼	1·86½
On Calcutta Bank Telegraphic Transfer..	100$\frac{1}{16}$	100$\frac{1}{32}$
On China Mer'tile Bills, 60 days' Sight....	220	219½
English Bar Gold, 100 touch (per tola)...	Rs. 20-8-6 to 20-9	Rs. 22-10
Sovereigns	" 14	" 14-2
RATES OF DISCOUNT.		
Bank Rate of Discount on Private Bills...	4½ per cent.	4 per cent.
" of Interest on Demand Loans on Govt. Securities...	4 "	5 "
Rate of Discount in the open Market on Government Securities...	3 "	3 "
Money Market	Easy.	Easy.
GOVERNMENT SECURITIES.		
Four per cents	Rs. 98$\frac{8}{16}$	Rs. 98½
Four-and-a-half per cents	" 102½	" 102½
IMPORTS.		
Piece Goods— Market	Quiet; but steady.	Quiet; but steady.
7lbs. 37-39 in. Grey Shirtings, (per piece)	Rs. 2-9-6 to 3-12	Rs. 2-9-6 to 3-12
8½ lbs. " " " ...	" 3-2 to 4-13	" 3-2 to 4-13
8 lbs. 30-32 in Madapollams " ...	" 1-4 to 1-9	" 1-4 to 1-9
No. 40s Mule Twist, per lb.	As. 7½ to 8½	As. 7½ to 8¼
No. 30s Water " "	" 7½ to 8	" 7¼ to 8
Copper Braziers, (in bundles) (per cwt...	Rs. 33½ ready; to 33¾ to arrive.	Rs. 33½ ready; 33½ to arrive.
Yellow Metal, (in cases) " ...	Rs. 28¾ ready; to 29½ to arrive.	Rs. 29 ready; 29 to arrive.
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 23 to 24	Rs. 23 to 24
Staffordshire Bar Iron, per candy " ...	" 25 Nominal.	" 25 Nominal.
Swedish Bar Iron, " " ...	" 41 to 42	" 41 to 42
Davison's West Hartley Coal, (per ton) alongside.	" 19	" 19
Welsh Hartley Coal, (per ton) " ...	" 17	" 17 to 18
Cardiff (Best) Coal, (per ton) " ...	" 18 to 18-8	" 18-8 to 19
EXPORTS.		
Cotton— Market	Steady.	Quiet.
Broach, Fine	...	...
Do. F.G.	...	...
Do. Good	Rs. 215 March	Rs. 213 March
Hinganghaut, Good	...	...
Do. F.G.	...	...

mittee of the Chamber of Commerce during the Year 1887—*contd.*

Quotations.	Week ending 23rd August.	Week ending 28th August.
EXPORTS—*contd.*		
Cotton—		
Oomrawuttee, Fine	...	...
„ F.G.	Rs. 196 to 199 Ready	Rs. 195 to 198 Ready
„ Good	„ 189 to 192 „	„ 187 to 190 „
„ F.G.F.	„ 179 to 182 „	„ 177 to 180 „
Julgaum, Good	„ 176 to 180 „	„ 176 to 178 „
„ F.G.F.	„ 165 to 168 „	„ 163 to 165 „
Dhollera, Fine	...	...
„ F.G.	„ 193 to 195 „	„ 193 to 195 „
„ Good	„ 187 to 189 „	„ 187 to 189 „
„ F.G.F.	„ 175 to 177 „	„ 173 to 175 „
Bengals, Fine	„ 162 to 163 Jany.	„ 162 January
„ F.G.	„ 146 to 149 Ready	„ 145 to 147 Ready
„ Good	„ 140 to 142 „	„ 138 to 140 „
„ F.G.F.	...	...
Dharwar, (S.G.), Good	„ 185 to 188 „	„ 185 to 188 „
„ F.G.F.	...	„ 178 to 180 „
Compta, Good	...	...
„ F.G.F.	...	...
„ G.F.	...	...
Westerns, Good	„ 170 Ready	„ 168 to 170 Ready
„ F.G.F.	...	...
„ G.F.	...	...
	(Ready)	(Ready)
Gingelly Seed, White (per cwt.) ...	...	...
„ Mixed „ ...	Rs. 6-6-6	Rs. 7-4
Linseed „ ...	„ 6-3 to 6-5	„ 6-0 to 6-2
Rapeseed, Gujerat Yellow „ ...	„ 6-4 to 6-5	„ 6-4 to 6-5
„ Red Cawnpore „ ...	„ 5-6 to 5-8	„ 5-5 to 5-8
Wheat, White Pessy, No. 1 „ ...	„ 4-2 to 4-3	„ 4-1 to 4-2
„ Luskari No. 1 „ ...	„ 4-4 to 4-6	„ 4-4 to 4-6
„ Khatha (Hard Red) „ ...	„ 4-2 to 4-3	„ 4-3 to 4-5
„ Ahmedabad (Soft Red) „ ...	„ 4-1 to 4-2	„ 4-1 to 4-2
„ Delhi White „ ...	„ 4-1 to 4-2	„ 4-0 to 4-1
„ „ Red „ ...	„ 3-15	„ 3-14 to 3-15
„ Hard Yellow Khandwa „ ...	„ 4-11 to 4-12	„ 4-10 to 4-11
„ Khathi Red Nagpore „ ...	„ 4-2	„ 4-1 to 4-2
Opium, (Malwa) (per chest) Old	„ 1,215	„ 1,200
„ „ „ New... ...	„ 1,165	„ 1,160
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton of 50 feet).	Nil	Nil.
„ „ via Suez Canal, (per ton 40 feet).	£0-18-9	£1
„ Wheat and Seeds	£0-17-6	£0-13-9
London—M'ment cargo P. & O. Co. ...	£1	£1
„ Seeds & Wheat „ „ „ ...	£0-17-6	£0-13-9
„ M'ment cargo, Canal Strs... ...	Nil	Nil
„ Seeds & Wheat „ „ „ ...	„	„
Havre—Via Canal...	£0-17-6	„
Antwerp „	£0-17-6	£0-16-3
Hull „	Nil.	Nil.
Dunkirk „	£0-17-6	£0-16-3
Trieste & Venice—via Canal	£1-10-0 at 2s. Ex.	£1-5 at 2s. Ex.
Marseilles and Genoa „	£0-17-6	£0-16-3
China, Steamer	Rs. 10 to 12	Rs. 12
Australia	„ 25	„ 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 5th September.	Week ending 12th September.	Week ending 22nd September.
EXCHANGE.			
On England, Bank Bills Tel. Transfer...	1s. 5 5/32 d.	1s. 4 31/32 d.	1s. 4 31/32 d.
„ „ Sight	1s. 5 3/16 d.	1s. 5d.	1s. 5d.
„ „ 3 m'ths' „	1s. 5 1/4 d.	1s. 5 3/32 d.	1s. 5 1/16 d.
„ „ 4 „ „	1s. 5 1/32 d.	1s. 5 1/8 d.	1s. 5 3/32 d.
„ „ 6 „ „	1s. 5 11/32 d.	1s. 5 5/32 d.	1s. 5 1/4 d.
First-class Credits... 3 „ „	1s. 5 3/8 d.	1s. 5 7/32 d.	1s. 5 5/16 d.
„ „ 6 „ „	1s. 5 9/16 d.	1s. 5 11/32 d.	1s. 5 3/8 d.
Documents ... 3 „ „	1s. 5 13/32 d.	1s. 5 1/4 d.	1s. 5 7/32 d.
„ ... 6 „ „	1s. 5 7/16 d.	1s. 5 1/8 d.	1s. 5 13/32 d.
Paris Francs Mercantile Bills ... 3 „ „	1·84¼	1·82½	1·82¾
„ 6 „ „	1·86	1·84¼	1·84¼
On Calcutta Bank Telegraphic Transfer...	100 1/16	100 1/16	Nil.
On China Mer'tile Bills, 60 days' Sight.	219½	220	221
Eng. Bar Gold, 100 touch (per tola).	Rs. 22-7	Rs. 22-8	Rs. 22-9
Sovereigns	„ 14-2	„ 14-3	„ 14-2-6
RATES OF DISCOUNT.			
Bank Rate of Discount on Private Bills...	4 per cent.	4 per cent.	4 per cent.
„ of Interest on Demand Loans on Govt. Securities.	4 „	4 „	4 „
Rate of Discount in the Open Market on Govt. Securities ...	2½ „	2½ „	2 „
Money Market	Quiet.	Money abundant.	Easy.
GOVERNMENT SECURITIES.			
Four per cents.	Rs. 98 1/16	Rs. 98¼	Rs. 98¾
Four-and-a-half per cents ...	„ 102¼	„ 102¼	„ 102¼
IMPORTS.			
Piece Goods— Market	Very quiet; prices favouring buyers.	Little doing; but price steady.	Fair demand; prices steady.
7lbs. 37-39 in. Grey Shirtings (per, piece)	Rs. 2-9-6 to 3-11	Rs. 2-9-6 to 3-11	Rs. 2-9-6 to 3-10
8¼lbs. „ „ „ ...	„ 3-2 to 4-13	„ 3-2 to 4-13	„ 3-2 to 4-12
31lbs. 30-32 in. Madapollams „ ...	„ 1-4 to 1-9	„ 1-4 to 1-9	„ 1-4 to 1-9
No. 40s. Mule Twists, per lb. ...	As. 7½ to 8¼	As. 7½ to 8¼	As. 7½ to 8¼
No. 30s. Water „ „ ...	„ 7 to 8	„ 7¼ to 8	„ 7¼ to 8
Copper Braziers, (in bundles) (per cwt)	Rs. 33¼ ready; 33½ to arrive.	Rs. 33⅜ ready; 33⅞ to arrive.	Rs. 33¼ ready; 33½ to arrive.
Yellow Metal, (in cases) (per cwt)	Rs. 28¾ ready; 29 to arrive.	Rs. 29 ready; 29¼ to arrive.	Rs. 29¼ ready; 29½ to arrive.
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 24	Rs. 24 to 25	Rs. 22 to 23
Staffordshire Bar Iron „ „ ...	„ 25	„ 25	„ 23
Swedish Bar Iron, „ „ ...	„ 41 to 42	„ 40 to 42	„ 42 to 43
Davison's West Hartley Coal, (per ton) alongside.	„ 19 to 20 Ry.	„ 20 Ready.	„ 19 8 to 20 Ry.
Welsh Hartley Coal, (per ton) „	„ 18 to 18-8 „	„ 18 to 19 forward	„ 18 to 18-12 „
Cardiff Coal, (per ton) „	„ 18-8 to 19-8 „	„ 20 Ready.	„ 19-8 to 20 „
EXPORTS.			
Cotton— Market	Quiet.	Firm.	Firm.
Broach, Fine	...	...	...
Do. F.G.	...	...	...
Do. Good	Rs. 213 to 214 Mar.	Rs. 214 to 215 Mar.	Rs. 218 March
Hingunghaut, Good	...	...	...
Do. F.G.	...	...	...

mittee of the Chamber of Commerce during the Year 1887—*contd.*

Quotations.	Week ending 5th September.	Week ending 12th September.	Week ending 22nd September.
EXPORTS—*contd.*			
Cotton—			
Oomrawuttee, Good staple Fine..	...	...	...
" " F.G...	Rs. 193 to 197 Rdy.	...	...
" " Good..	" 184 to 186 "	Rs. 190 to 194 Rdy.	Rs. 192 to 195 Rdy.
" " F.G.F.	" 174 to 176 "	" 180 to 184 "	" 182 to 187 "
Khandesh, Fine	...	...	...
" F.G.	" 172 to 175 "	...	...
" Good	" 165 to 169 "	" 170 to 174 "	" 175 to 178 "
" F.G.F.	" 154 to 159 "	...	...
Belatee, Fine	...	...	...
" F.G.	...	...	...
" Good	...	...	" 168 to 170 "
Dhollera, Fine	...	...	...
" F.G.	" 192 to 195 "	...	...
" Good	" 184 to 188 "	" 187 to 190 Ry.	" 190 to 192 "
" F.G.F.	" 174 to 176 "	...	...
Bengals, Fine	" 163 January	" 164 January	...
" F.G.	" 147 to 150 Ry.	" 147 to 152 Ry.	" 150 to 154 "
" Good	" 139 to 142 "	" 140 to 143 "	" 142 to 144 "
" F.G.F.	...	...	...
Dharwar (S. G.) Good... ...	" 184 to 188 "	...	" 195 May
" " F.G.F. ...	" 176 to 178 "	" 185 Ready	" 188 to 190 Rdy.
Westerns, Good	" 169 to 170 "	" 175 "	" 175 to 178 "
" F.G.F.	..... (Ready)	..... (Ready)	..... (Ready)
Gingelly Seed, White (per cwt.)..	....	Rs. 6-14	Rs. 6-14
" Mixed " ..	Rs. 7-2-0	" 6-8	" 6-8
Linseed, Bold " ..	" 6-1 to 6-4	" 6-1 to 6-3	" 6-1 to 6-3
" Small Seed " ..	" 5-12 to 5-15	" 5-12 to 5-14	" 5-12 to 5-14
Rapeseed, Gujerat Yellow " ..	" 6-3 to 6-5	" 6-4 to 6-5	" 6-6
" Red Cawnpore " ..	" 5-3 to 5-7	" 5-5 to 5-8	" 5-14
Poppy Seed " ..	" 6-3	" 6-3	" 6-8
Groundnuts (per candy)..	" 26-8 to 26-12	" 26-8 to 26-12	" 26
Wheat, White Pessy (per cwt.)	" 4-0 to 4-1	" 4-1	" 4-2
" Khabri Pessy " ...	" 3-15	" 3-15	" 3-15
" Ahmedabad (soft Red) " ...	" 3-15	" 3-14 to 3-15	" 3-14
" Laskari " ..	" 4 4 to 4-5	" 4-2 to 4-3	" 4-2
" Hard Yellow " ..	" 4-7 to 4-9	" 4-4 to 4-6	" 4-4
" Khandwa " ..	" 4-11 to 4-12	" 4-11 to 4-13	" 4-11
" Delhi No. 1 White Pessy " ..	Nominal.	.....	.....
" " Red " ..	"	....	....
" Hard Red Khatha " ..	" 4 2 to 4-3	" 4-1 to 4-2	" 4-1
" Nagpore Khathi " ..	" 4-0 to 4-1	" 4	" 4
Opium, (Malwa) per chest, Old.. ..	" 1,200	" 1,200	" 1,200
" " New ..	" 1,160	" 1 150	" 1,150
FREIGHTS.	(Ready)	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton 50 feet).	Nil.	Nil.	Nil.
" " " Suez Canal, (per ton 40 feet).	£0-17-6	£0-17-6	£0-15-0
" Seeds and Wheat	£0-13-9	£0-13-9	£0-12-6
London—M'ment cargo P. & O. Co. ..	£0-17-6	£0-16-3	£0-16-3
" Seeds & Wheat " " ..	£0-12-6	£0-12-6	£0-12-6
" M'ment cargo, Via Canal.	Nil.	Nil.	Nil.
" Seeds & Wheat " ..	"	"	"
Havre—M'ment cargo, " ..	"	£0-17-0	£0-16-3
" Seeds & Wheat " ..	"	£0-16-3	£0-15-0
Antwerp—M'ment cargo " ..	"	£0 17-0	£0-16-3
" Seeds & Wheat " ..	"	£0-16-3	£0-15-0
Hull " ..	£0-15-0	£0-16-3	£0-15-0
Dunkirk " ..	£0-16-3	£0-16-3	£0-15-0
Trieste & Venice—M'ment cargo " ..	£1-10-0 at 2s. Ex.	....	£1-5-0 at 2s. Ex.
" Seeds & Wheat " ..	£1-6-0 at 2s. Ex.	.....	£1-0-0 at 2s. Ex.
Marseilles and Genoa—M'ment cargo, Via Canal..	£0-17-6	£1-10-0 at 2s. Ex.	£0-16-3
" " Seeds & Wheat " ..	£0-15-0	£1-6-0 at 2s. Ex.	£0-13-9
China, Steamer	Rs. 10	Rs. 10 to 12	Rs. 10
Australia	" 25	" 25	" 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 29th September.	Week ending 6th October.	Week ending 13th October.
EXCHANGE.			
On England, Bank Bills, Tel. Transfer...	1s. 4 23/32d.	Is. 4 23/32d.	1s. 4 23/32d.
„ „ Sight	1s. 5d.	1s. 5d.	1s. 4 31/32d.
„ „ 3 m'ths' „	1s. 5 1/16d.	1s. 5 3/32d.	1s. 4 29/32d.
„ „ 4 „ „	1s. 5 3/32d.	1s. 5 1/32d.	1s. 4 7/32d.
„ „ 6 „ „	1s. 5 1/32d.	1s. 5 1/32d.	1s. 5 1/32d.
First-class Credits ... 3 „ „	1s. 5 7/32d.	1s. 5 1/32d.	Is. 5d.
„ „ ... 6 „ „	1s. 5 13/32d.	1s. 5 13/32d.	1s. 5 3/16d.
Documents ... ... 3 „ „	1s. 5 1/32d.	1s. 5 9/32d.	1s. 5 5/32d.
„ ... ... 6 „ „	1s. 5 7/16d.	1s. 5 7/16d.	1s. 5 7/32d.
Paris Francs Mer'tile Bills 3 „ „	1·83	1·82 3/4	1·80
„ 6 „ „	1·84 1/4	1·84 1/4	1·81 1/2
On Calcutta Bank Telegraphic Transfer...	Nil.	100 3/32	100 1/16
On China Mercantile Bills, 60 days' Sight	221 1/4	221 1/2	222 1/2
Eng. Bar Gold, 100 touch (per tola)	Rs. 22-9	Rs. 22-10	Rs. 22-10
Sovereigns...	„ 14-3	„ 14-3-6	„ 14-4
RATES OF DISCOUNT.			
Bank Rate of Discount on Private Bills.	4 per cent.	4 per cent.	3 per cent.
„ of Interest on Demand Loans on Govt. Securities.	4 „	4 „	3 „
Rate of Discount in the Open Market on Govt. Securities ...	2 „	2 „	2 „
Money Market	Easy.	Easy.	Easy.
GOVERNMENT SECURITIES.			
Four per cents.	Rs. 98 13/16	Rs. 99 3/16	Rs. 99 1/8
Four-and-a-half per cents. ...	„ 102 3/8	„ 102 3/8	„ 102 3/8
IMPORTS.			
Piece-Goods— Market	Fair demand at steady prices.	Quiet, but steady	Quiet & unchanged
7lbs. 37-39 in Grey Shirtings, (per piece)	Rs. 2-9-6 to 3 10	Rs. 2-9-6 to 3-10	Rs. 2-9-6 to 3-10
8 1/4lbs. „ „ „ ...	„ 3-2 to 4-12	„ 3-2 to 4-12	„ 3-2 to 4-12
3 lbs. 30-32 in Madapollams „ ...	„ 1-4 to 1-9	„ 1-4 to 1-9	„ 1-4 to 1-9
No. 40s Mule Twist per lb. ...	As. 7 1/2 to 8 1/4	As. 7 1/2 to 8 1/4	As. 7 1/2 to 8 1/4
No. 30s, Water „ „ ...	„ 7 1/2 to 8	„ 7 1/2 to 8	„ 7 1/2 to 8
Copper Braziers, (in bundles) (per cwt.)	Rs. 34 1/2 ready; 34 to arrive	Rs. 34 1/2 ready; 34 to arrive.	Rs. 34 1/2 ready; 34 1/4 to arrive.
Yellow Metal, (in cases) (per cwt)	Rs. 30 ready; 29 1/4 to arrive.	„ 30 ready; 29 1/4 to arrive.	„ 31 1/2 ready; 31 to arrive.
Welsh Bar Iron, (per candy of 746 1/2 lbs.)	Rs. 22 1/2 to 23	„ 22 1/2 to 23	Rs. 22 to 23
Staffordshire Bar Iron „ „ ...	„ 23	„ 23	„ 23
Swedish Bar Iron, „ „ ...	„ 42 to 43	„ 42 to 43	„ 42 to 43
Davison's West Hartley Coal, (per ton) alongside.	„ 20 to 21 Ry.	„ 22 to 23 Ry.	„ 21 to 22 Ry.
Welsh Hartley Coal, (per ton) „	„ 19 to 20 „	„ 18to18-8forward	„ 19 to 20 „
Cardiff Coal, (per ton) „	„ 20 to 21 „	„ 21 to 22-8 Ry.	„ 21 to 22 „
EXPORTS.			
Cotton— Market	Steady.	Steady.	Quiet.
Broach, Fine	...	...	...
Do. F.G.	...	...	...
Do. Good	Rs. 216 March	Rs. 216 to 217 Mar.	Rs. 218 March
Hinguughaut Good	„ 206 Jan.	...	„ 207 Jan.
Do. F.G.	...	„ 206 Jan.	...

mittee of the Chamber of Commerce during the Year 1887—*contd.*

Quotations.	Week ending 29th September.	Week ending 6th October.	Week ending 13th October.
EXPORTS—*contd.*			
Cotton—			
Oomrawuttee, Good staple Fine..	...	...	...
„ „ F. G....	Rs. 196 to 197 Mar.	Rs. 195 to 196 Mar.	Rs. 198 Ready
„ „ Good...	„ 192 to 195 Rdy.	„ 192 to 195 Rdy.	„ 192 „
„ „ F.G.F.	...	...	...
Khandesh, Fine	...	...	...
„ F.G....	„ 186 to 187 Mar.	„ 186 to 187 Mar.	„ 187 March
„ Good.	„ 175 to 178 Rdy.	„ 175 to 178 Rdy.	„ 183 Ready
„ F.G.F.	...	...	...
Belatee, Fine	...	...	...
„ F.G.	...	...	...
„ Good	„ 168 to 170 Rdy.	„ 168 to 170 „	...
Dhollera, Fine	...	...	...
„ F.G.	...	...	„ 202 Ready
„ Good	„ 190 to 192 „	„ 190 to 192 „	„ 190 „
„ F.G.F.	...	...	„ 182 „
Bengals, Fine	„ 165 January	„ 164 January	„ 163¼ Jan.
„ F.G.	„ 150 to 154 Rdy.	„ 150 to 154 Rdy.	„ 155 Ready
„ Good	„ 142 to 144 „	„ 142 to 144 „	„ 146 „
„ F.G.F....	...	...	„ 138 „
Dharwar (S.G.), Good	„ 193 to 194 May	„ 192 to 193 May	„ 185 „
„ „ F.G.F.... ...	„ 188 to 190 Rdy.	„ 186 to 188 Rdy.	„ 177 „
Westerns, Good	„ 175 to 178 „	„ 175 to 178 „	„ 173 „
„ F.G.F.	... (Ready)	... (Ready)	„ 167 „ (Ready)
Gingelly Seed, White (per cwt.)...	Rs. 8-0-0	Rs. 8-0-0 New	Rs. 8-0-0
„ Mixed „ ...	„ 7-0-0 January	„ 7-2-0 Dec.-Jan.	„ 7-0-0 January
Linseed, Bold „ ...	„ 6-1-0 to 6-3-6	„ 6-3 to 6-5	„ 6-3 to 6-6
„ Small Seed „ ..	„ 5-13 to 5-14	„ 5-15 to 6	„ 6-0 to 6-1
Rapeseed, Gujerat Yellow „ ..	„ 6-5 to 6-8	„ 6-8	„ 6-8 to 6-9
„ Red Cawnpore „ ...	„ 5-11 to 5-14	„ 5-11 to 5-13	„ 5-11 to 5-13
Poppy Seed „ ..	„ 6-11 to 6-12	„ 6-13	„ 7-0-0
Groundnuts (per candy)..	„ 26-8	„ 26-8	„ 26-8
Wheat, White Pessy (per cwt.)..	„ 4-1 to 4-2	„ 4-2 to 4-4	„ 4-6 to 4-8
„ Khabri Pessy „ ..	„ 4	„ 4-0 to 4-1	„ 4-3 to 4-4
„ Ahmedabad (soft Red) „ ..	„ 3-15	„ 4-1 to 4-2	„ 4-1 to 4-2
„ Laskari „ ..	„ 3-13 to 3-15	„ 4-1 to 4-2	„ 4-1 to 4-2
„ Hard Yellow „ ..	„ 4-5 to 4-7	„ 4-4 to 4-7	„ 4-6 to 4-8
„ Khandwa „ ...	„ 4-8 to 4-10	„ 4-12 to 4-14	„ 4-12 to 4-14
„ Delhi No. 1 White Pessy „ ..	.....	.....	.....
„ „ Red „ ..	.....	.....	.....
„ Hard Red Khatha „ ..	„ 4-1 to 4-2	„ 4-0 to 4-1	„ 4-2 to 4-3
„ Nagpore Khathi „ ..	„ 3-15 to 4	„ 3-15	„ 4-0 to 4-1
Opium, (Malwa) per chest, Old.. ..	„ 1,200	„ 1,210	„ 1,210
„ „ New ...	„ 1,160	„ 1,160	„ 1,170
FREIGHTS.	(Ready)	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton 50 feet).	Nil.	Nil.	Nil.
„ „ „ Suez Canal (per ton 40 feet).	£0-13-9	£0-13-9	£0-15-0
„ Seeds and Wheat	£0-12-6	£0-11-3	£0-11-3
London—M'ment cargo, P. & O. Co. ..	£0-15-0	£0-15-0	£0 15-0
„ Seeds & Wheat „ ..	£0-11-3	£0-11-3	£0-11-3
„ M'ment cargo, Via Canal.	Nil.	Nil.	Nil.
„ Seeds & Wheat „ ..	„	„	„
Havre—M'ment cargo, „ ..	£0-15-0	£0-15-0	£0-17-6
„ Seeds & Wheat „ ...	£0-13-9	£0-13-9	£0-13-9
Antwerp—M'ment cargo „ ..	£0-15-0	£0-15-0	£0-15
„ Seeds & Wheat „ ..	£0-13-9	£0-13-9	£0-13-9
Hull „ ...	£0-13-9	£0-15-0	£0-12-6
Dunkirk „ ..	£0-13-9	£0-13-9	£0-13-9
Trieste & Venice—M'ment cargo „ ...	£1-5-0 at 2s. Ex.	£1-0-0 at 2s. Ex.	£1-5 at 2s. Ek.
„ Seeds & Wheat „ ..	£1-0-0 at 2s. Ex.	£0-16-3 at 2s. Ex.	£0-17-6 at 2s. Ex.
Marseilles and Genoa—M'ment cargo, Via Canal.	£0-15-0	£0-13-9	£0-11-3
„ „ Seeds & Wheat „	£0-12-6	£0-12-6	£0-11-3
China, Steamer	Rs. 12	Rs. 10	Rs. 12
Australia	„ 25	„ 26	„ 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 20th October.	Week ending 27th October.	Week ending 3rd November.
EXCHANGE.			
On England, Bank Bills Tel. Transfer ...	1s. 4 23/32d.	1s. 4 3/4d.	1s. 4 23/32d.
" " Sight.	1s. 4 3/4d.	1s. 4 25/32d.	1s. 4 3/4d.
" " 3 m'ths' "	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.
" " 4 " "	1s. 5d.	1s. 4 1/4d.	1s. 4 1/4d.
" " 6 " "	1s. 5 1/4d.	1s. 5d.	1s. 5d.
First-class Credit ... 3 " "	1s. 5 1/8d.	1s. 5d.	1s. 4 15/16d.
" " ... 6 " "	1s. 5 9/32d.	1s. 5 3/16d.	1s. 5 1/16d.
Documents ... 3 " "	1s. 5 1/16d.	1s. 5d.	1s. 4 31/32d.
" ... ... 6 " "	1s. 5 9/32d.	1s. 5 3/16d.	1s. 5 5/32d.
Paris Francs Mercantile Bills... 3 " "	1·81	1·80	1·79 1/4
" " 6 " "	1·82 1/2	1·82	1·80 3/4
On Calcutta Bank Telegraphic Transfer...	100 1/16	100 1/16	100 3/32
On China Mer'tile Bills, 60 days' Sight.	222 1/2	222	221 1/2
Eng. Bar Gold, 100 touch (per tola)	Rs. 22-13	Rs. 22-13	Rs. 22-13
Sovereigns	" 14-4	" 14-4-3	" 14-4
RATES OF DISCOUNT.			
Bank Rate of Discount on Private Bills...	3 per cent.	3 per cent.	3 per cent.
" of Interest on Demand Loans on Govt. Securities.	3 "	3 "	3 "
Rate of Discount in the Open Market on Govt. Securities ...	2 "	1 1/2 "	2 "
Money Market	Easy.	Easy.	Very Easy.
GOVERNMENT SECURITIES.			
Four per cents.	Rs. 99 7/8	Rs. 99 7/8	Rs. 99 1/4
Four-and-a-half per cents ...	" 102 3/4	" 102 3/8	" 102 1/2
IMPORTS.			
Piece Goods— Market	Fair business; prices firm.	Fair enquiry; prices firm.	Fair demand; prices firm.
7 lbs. 37-39 in. Grey Shirtings, (per piece)	Rs. 2-10 to 3-11	Rs. 2-10 to 3-12	Rs. 2-10 to 3-12
8 1/4 lbs. " " " "	" 3-2 to 4-12	" 3-2 to 4-13	" 3-2 to 4-13
3 lbs. 30-32 in. Madapollams, "	" 1-4 to 1-9	" 1-4 to 1-9	" 1-4 to 1-9
No. 40s. Mule Twist, per lb.	As. 7 3/4 to 8 1/4	As. 8 to 8 1/2	As. 8 to 8 1/2
No. 30s. Water, " "	" 7 1/2 to 8	" 7 1/2 to 8 3/8	" 7 1/2 to 8 3/8
Copper Braziers, (in bundles) (per cwt)	Rs. 31 ready; 31 1/2 to arrive.	Rs. 35 ready; 35 1/4 to arrive.	Rs. 35 ready; 35 1/4 to arrive.
Yellow Metal, (in cases) (per cwt)	Rs. 30 1/16 ready; 30 1/4 to arrive.	" 31 ready; 31 1/4 to arrive.	" 31 ready; 31 1/8 to arrive.
Welsh Bar Iron, (per candy of 746 1/4 lbs)	Rs. 22 to 23	" 23 to 24	" 23 to 24
Staffordshire Bar Iron, "	" 23	" 25 Noml.	" 25 Noml.
Swedish Bar Iron, " "	" 42 to 43	" 41 to 41 1/2	" 41 to 41 1/2
Davison's West Hartley Coal, (per ton) alongside	" 22 to 23 Ry.	" 23 Ready.	" 20 to 23 Ry.
Welsh Hartley Coal, (per ton) "	" 19 to 20 forward	...	" 20 to 21 forward.
Cardiff Coal, (per ton) "	" 22 to 23 Ry.	" 23 "	" 22 to 23 Ry.
EXPORTS.			
Cotton— Market	Firm.	Firm.	Firm.
Broach, Fine	...	...	Rs. 229 to 230 Forwd
Do. F.G.	...	...	...
Do. Good	Rs. 219 March.	Rs. 220 to 221 Mar.	" 222 Forwd.
Hingunghaut Good ...	" 219 Jan.	...	...
Do. F.G. ...	...	...	...

mittee of the Chamber of Commerce during the Year 1887—*contd.*

Quotations.	Week ending 20th October.	Week ending 27th October.	Week ending 3rd November.
EXPORTS—*contd.*			
Cotton—			
Oomrawuttee, Good, staple Fine..	...	...	...
„ „ F.G....	Rs. 198to199J.-Ma	Rs. 199 to 200 Mar.	Rs. 202to204J.-Mar
„ „ Good...	„ 192 to 195 Rdy.	„ 19 to 194 Rdy.	„ 190 to 193 Rdy.
„ „ F.G.F.	„ 185 to 188 „	...	...
Khandesh, Fine...	...	...	...
„ F.G....	„ 189to191J.-Mar.	„ 189 March	„ 190to192J.-Mar
„ Good...	„ 180to182Rdy	„ 180 to 182 Rdy.	„ 184 to 188 Rdy.
„ F.G.F.	„ 171 to 174 „	... ...	...
Belatee, Fine	...	... ...	„ 190 Feb.-Mar
„ F.G.	...	„ 182 March	„ 185 „
„ Good	„ 178to180 J.-Mar.	„ 176 „	„ 180 „
Dhollera, Fine	...	... ...	...
„ F.G.	...	...	„ 199 April
„ Good	„ 191 to 193 Rdy.	„ 191 to 194 Rdy.	„ 190 to 193 Rdy.
„ F.G.F....	„ 184 to 186 „	... ...	...
Bengals, Fine	„ 165 Dec.-Jan	„ 166 Dec.-Jan	„ 167 Dec.-Jan
„ F.G.	„ 154 to 156 Rdy.	„ 154 „	„ 155 „
„ Good	„ 144 to 146 „	„ 140 to 145 Rdy.	„ 144 to 147 Rdy.
„ F.G.F....	...	...	...
Dharwar (S.G.), Good... ...	...	„ 196to197Al.-May	„ 198Apl.-May
„ „ F.G.F. ...	„ 184 to 186 Rdy.	„ 185 to 187 Rdy.	„ 186 to 188 Rdy.
Westerns, Good	„ 175 to 178 „	„ 176 to 180 „	„ 180 „
„ F.G.F.	.....	.....	.....
	(Ready)	(Ready)	(Ready)
Gingelly Seed, White (per cwt.)..	Rs. 8 to 8-1	Rs 7-14-0 to 8-0-0.	Rs. 7-17 to 7-14
„ Mixed „ ..	„ 7-2 to 7-4 Jan.	„ 7-0-0 to 7-3-0	„ 7-4 to 7-6
Linseed, Bold „ ..	„ 6-3 to 6-6	„ 6-3 to 6-6	„ 6-2-6 to 6-6-0
„ Small Seed „ ..	„ 6 to 6-1	„ 6-0 to 6-1	„ 6 to 6-1-6
Rapeseed, Gujerat Yellow „ ..	„ 6-7 to 6-9	„ 6-10 to 6-11	„ 6-9 to 6-11
„ Red Cawnpore „ ..	„ 5-11 to 5-14	„ 5-11 to 5-14	„ 5-11 to 5-14
Poppy Seed „ ..	„ 7 to 7-1	„ 7-2 to 7-4	„ 7-5
Groundnuts (per candy)..	„ 26-8 to 26-12	„ 26-0 to 26-4	„ 26-8 to 26-4
Wheat, White Pessy (per cwt.)..	„ 4-8 to 4-11	„ 4-7 to 4-8	„ 4-8 to 4-9
„ Khabri Pessy „ ..	„ 4-4 to 4-6	„ 4-5 to 4-6	„ 4-5 to 4-7
„ Ahmedabad (soft Red) „ ..	„ 4 to 4-2	„ 4-3 to 4-4	„ 4-3 to 4-4
„ Laskari „ ..	„ 4-1 to 4-3	„ 4-4 to 4-6	„ 4-3 to 4-5
„ Hard Yellow „ ..	„ 4-6 to 4-9	„ 4-7 to 4-9	„ 4-7 to 4-9
„ Khandwa „ ..	„ 4-12 to 5	„ 4-13 to 5-0	„ 4-12 to 4-14
„ Delhi No. 1 White Pass „ ..	....	.....	....
„ „ Red „ ..	.....	...	...
„ Hard Red Khatha „ ..	„ 4-2 to 4-3	„ 4-2 to 4-3	Rs. 4-2 to 4-4
„ Nagpore Khathi „ ..	„ 4 to 4-1	„ 4-0 to 4-1	„ 4-1 to 4-2
Opium, (Malwa) per chest, Old... ..	„ 1,200	„ 1,235	„ 1,230
„ „ New... ...	„ 1,160	„ 1,185	„ 1,176
FREIGHTS.	(Ready)	(Ready).	(Ready).
Liverpool—Cotton, via Cape, (per ton 50 feet).	Nil.	Nil.	Nil.
„ „ „ Suez Canal, (per ton 40 feet).	£0-13-9	£0-13-9	£0-13-9
„ Seeds and Wheat.. ..	£0-11-3	£0-12-6	£0-10
London—M'ment cargo, P. & O. Co. ...	£0-6-3	£0-17-6	£0-13-9
„ Seeds & Wheat „ „ ..	£0-10	£0-10-0	£0-10
„ M'ment cargo, Via Canal	Nil.	Nil.	Nil.
„ Seeds and Wheat „ ..	„	„	„
Havre—M'ment cargo „ „ ..	£0-13-9	£0-13-9	£0-15
„ Seeds and Wheat „ ..	£0-12-6	£0-12-6	£0-12-6
Antwerp—M'ment cargo „ ..	£0-13-9	£0-13-9	£0-13-9
„ Seeds and Wheat „ ..	£0-12-6	£0-12-6	£0-12-6
Hull „ ..	£0-12-6	£0-12-6	£0-12-6
Dunkirk „ ..	£0-12-6	£0-12-6	£0-12-6
Trieste & Venice—M'ment cargo „ ..	£1-5-0 at 2s. Ex.	£1-5-0 at 2s. Ex.	£1 to 1-5 at 2s. Ex.
„ Seeds & Wheat „ ..	£0-17-6 at 2s. Ex.	£0-16-3 at 2s. Ex.	£0-15-6 to 1 at 2s. Ex.
Marseilles and Genoa—M'ment cargo Via Canal..	£0-13-9	£0-13-9	£0-13-9
„ „ Seeds & Wheat „ ..	£0-11-3	£0-11-3	£0-11-6
China, Steamer	Rs. 10	Rs. 10	Rs. 12
Australia	„ 25	„ 25	„ 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 10th November.	Week ending 17th November.	Week ending 24th November.
EXCHANGE.			
On England, Bank Bills, Tel. Transfer...	1s. 4 23/32 d.	1s. 4 3/4 d.	1s. 4 3/4 d.
" " Sight	1s. 4 3/4 d.	1s. 4 3/4 d.	1s. 4 15/16 d.
" " 3 m'ths' "	1s. 4 3/4 d.	1s. 4 7/8 d.	1s. 4 3/32 d.
" " 4 " "	1s. 4 7/8 d.	1s. 4 29/32 d.	1s. 4 1/16 d.
" " 6 " "	1s. 4 31/32 d.	1s. 4 31/32 d.	1s. 5 1/32 d.
First-class Credits ... 3 " "	1s. 4 15/16 d.	1s. 4 31/32 d.	1s. 5d.
" " ... 6 " "	1s. 5 1/32 d.	1s. 5 1/32 d.	1s. 5 3/32 d.
Documents ... ... 3 " "	1s. 4 15/16 d.	1s. 4 31/32 d.	1s. 5 1/32 d.
" ... ... 6 " "	1s. 5 1/32 d.	1s. 5 1/32 d.	1s. 5 1/16 d.
Paris Francs Mercantile Bills... 3 " "	1·79	1·79 1/4	1·79 1/2
" " 6 " "	1·80 1/4	1·80 3/4	1·81
On Calcutta Bank Telegraphic Transfer	100 1/16 o	100 3/32	100 1/16
On China Mer'tile Bills, 60 days' Sight	222	221	220
Eng. Bar Gold, 100 touch (per tola)	Rs. 22-12	Rs. 22-13	Rs. 22-12
Sovereigns...	" 14·5	" 14·5	" 14·4
RATES OF DISCOUNT.	o		
Bank Rate of Discount on Private Bills...	3 per cent.	3 per cent.	3 per cent.
" of Interest on Demand Loans on Govt. Securities.	3 "	3 "	3 "
Rate of Discount in the open Market on Government Securities...	2 "	2 "	2 "
Money Market	Very Easy.	Easy.	Easy.
GOVERNMENT SECURITIES.			
Four per cents.	Rs. 99 1/4	Rs. 99 3/16 d.	Rs. 99 5/16
Four-and-a-half per cents. ...	" 102 5/8	" 102 1/2	" 102 1/2
IMPORTS.			
Piece Goods— Market	Firm; fair business doing.	Quiet, but steady	Quiet, but steady.
7 lbs. 37-39in. Grey Shirtings, (per piece)	Rs. 2-10 to 3-12	Rs. 2-10 to 3-12	Rs. 2-10 to 3-12
8 1/4 lbs. " " " ...	" 3-2 to 4-14	" 3-2 to 4-14	" 3-2 to 4-14
3lbs. 30-32 in Madapollams " ...	" 1-4-6 to 1-9	" 1-4-6 to 1-9	" 1-4-6 to 1-9
No. 40s Mule Twist, per lb. ...	As. 8 1/4 to 9	As. 8 1/4 to 8 3/4	As. 8 1/2 to 9
No. 30s Water " " ...	" 7 3/4 to 8	" 8 to 8 1/2	" 8 to 8 1/2
Copper Braziers, (in bundles) (per cwt.)	Rs. 37 ready; 37 1/4 to arrive.	Rs. 36 1/2 ready; 36 3/4 to arrive.	Rs. 37 1/4 ready; 38 1/2 to arrive.
Yellow Metal, (in cases) (per cwt.)	Rs. 34 ready; 34 1/4 to arrive.	" 33 1/4 ready; 33 3/4 to arrive.	" 33 1/2 to 34 ready; 35 to 35 1/2 to arrive
Welsh Bar Iron, (per candy of 746 1/2 lbs.)	Rs. 24	" 24	Rs. 24 to 25
Staffordshire Bar Iron, " " ...	" 25 1/2 Nml.	" 25 1/2 Nml.	" 25 1/2 Nml.
Swedish Bar Iron, " " ...	" 41 to 42	" 41 to 42	" 42
Davison's West Hartley Coal, (per ton) alongside.	" 22 to 23 Ry.	" 23 Ready.	" 22 Ready.
Welsh Hartley Coal, (per ton) "	" 19 to 21 forward	" 19 to 22 forward	...
Cardiff Coal, (per ton) "	" 22 to 23 Ry.	" 23 Ready.	" 22 Ready.
EXPORTS.			
Cotton— Market	Strong.	Firm.	Firm.
Broach, Fine	Rs. 238 to 240 Mar.	Rs. 238 to 239 Mar.	" 242 March
Do. F.G.	...	...	...
Do. Good	" 231 to 232 Mar.	" 231 to 232 Mar.	" 232 March
Hingunghaut, Good	...	...	...
Do. F.G.	...	...	...

mittee of the Chamber of Commerce during the Year 1887—*contd.*

Quotations.	Week ending 10th November.	Week ending 17th November.	Week ending 24th November.
EXPORTS—*contd.*			
Cotton—			
Oomrawuttee, Good staple Fine.	...	...	...
" " F.G....	Rs. 210to212J.-Mar.	Rs 209to212 Jan.-Mar	Rs.211to214Jan.-Mar.
" " Good...	" 195 to 198 Rdy.	" 195 to 198 Rdy.	" 195 to 197 Rdy.
" " F.G.F.	...	...	...
Khandesh, Fine...	...	...	...
" F.G....	" 197to200 J.-Mar.	" 199to202 Jan.-Mar	" 196to200Jan.-Mar.
" Good	" 191 to 194 "	" 192 to 195 "	" 190 to 194 "
" F.G.F.	" 178 to 181 Rdy.	" 178 to 181 Rdy.	...
Belatee, Fine	" 195 Feb.	" 196to197Feb.-Mar.	" 195Feb.-Mar.
" F.G.	" 190 "	" 191 to 192 "	" 190 February
" Good	" 185 "	" 186 to 187 "	" 185 "
Dhollera, Fine	" 215 Forward	" 221to222Apl.-May	" 218 April
" F.G.	" 207to209 Apl.-May	" 205 to 206 "	" 206to207Apl.-May.
" Good	" 195 to 198 Rdy.	" 195 to 198 Rdy.	" 195 to 197 Rdy.
" F.G.F.	...	...	...
Bengals, Fine	" 173 to 174 Jan.	" 174Dec.-Jan.	" 173to174Dec.-Jan.
" F.G.	" 160 "	" 160 "	" 159 to 160 "
" Good	" 150 "	" 150 "	" 149to150Dec.-Jan.
" F.G.F....	...	" 142 "	...
Dharwar (S.G.), Good	" 206 to 207 May	" 206to207 Apl.-May	" 206 April-May
" " F.G.F. ...	" 186 to 190 Rdy.	" 186 to 190 Rdy.	" 186 to 188 Rdy.
Westerns, Good	" 178 to 180 "	" 178 to 180 "	" 190 May-June
" F.G.F.	.....	.....	.....
Gingelly Seed, White (per cwt.)...	(Ready) Rs. 7-12-0 to 8-0-0	(Ready) Rs. 7-6-0 to 7-12-0	(Ready) Rs. 7-8-0 to 7-10-0
" Mixed " ...	" 7-4-0 to 7-10-0	" 7-2-0 to 7-6-0	" 7-4-0 to 7-6-0
Linseed, Bold " ...	" 6-2-6 to 6-6-0	" 6-2-0 to 6-5-0	" 6-2-0 to 6-4-0
" Small Seed " ...	" 6-1-0	" 6-1-0	" 6-1-6
Rapeseed, Gujerat Yellow " ..	" 6-10-0 to 6-12-0	" 6-12-0	" 6-12-0 to 6-14-0
" Red Cawnpore " ...	" 5-10-0 to 5-13-0	" 5-12-0 to 5-14-0	" 5-14-0 to 6-0-0
Poppy Seed " ...	" 7-8-0 to 7-9-0	" 7-11-0	" 7-15-0 to 8-0-0
Groundnuts (per candy)..	" 26-8-0	" 27-0-0 to 27-4-0	" 27-8-0
Wheat, White Pessy (per cwt.)...	" 3-8-0 to 4-10-0	" 4-8-0 to 4-10-0	" 4-8-0 to 4-9-0
" Khabri Pessy " ...	" 4-5-0 to 4-7-0	" 4-6-0 to 4-7-0	" 4-6-0 to 4-7-0
" Ahmedabad (soft Red) " ...	" 4-3-0 to 4-4-0	" 4-3-0 to 4-4-0	" 4-4-0
" Laskari " ..	" 4-4-0 to 4-6-0	" 4-4-0 to 4-6-0	" 4-6-0 to 4-7-0
" Hard Yellow " ..	" 4-8-0 to 4-10-0	" 4-7-0 to 4-9-0	" 4-8-0 to 4-9-0
" Khandwa " ..	" 4-12-0 to 5-0-0	" 4-12-0 to 5-0-0	" 4-12-0 to 5-0-0
" Delhi No. 1 White Pessy " ..	.....	.....	.....
" " Red " ...	....	....	.....
" Hard Red Khatha " ..	" 4-3-0 to 4-4-0	" 4-3-0 to 4-4-0	" 4-3-0 to 4-4-0
" Nagpore Khathi " ...	" 4-1-0 to 4-2-0	" 4-2-0	" 4-2-0
Opium, (Malwa) per chest, Old... ..	" 1,299	" 1,220	" 1,225
" " " New ...	" 1,170	" 1,170	" 1,185
FREIGHTS.	(Ready)	(Ready)	(Ready)
Liverpool—Cotton, via Cape, (per ton 50 feet).	Nil.	Nil.	Nil.
" " " Suez Canal (per ton 40 feet).	£0-16-3	£0-16-3	£0-17-6
" Seeds and Wheat ..	£0-12-6	£0-15-0	£0-15-0
London—M'ment cargo, P. & O. Co. ..	£0-15-0 to £1-10-0	£0-17-6 to 1-5-0	£0-17-6 to 1-5-0
" Seeds & Wheat " " ..	£0-8-9	£0-12-6	£0-15-0
" M'ment cargo, Via Canal..	Nil.	Nil.	Nil.
" Seeds & Wheat " ...	"	"	"
Havre—M'ment cargo " ...	£0-13-9	No steamer.	No steamer.
" Seeds & Wheat " ...	£0-12-6	"	"
Antwerp—M'ment cargo " ..	£0-13-9	£0-16-3	£0-18-9
" Seeds & Wheat " ..	£0-13-9	£0-15-0	£0-17-6
Hull " ..	....	No steamer.	No steamer.
Dunkirk " ..	£0-13-9	"	"
Trieste & Venice—M'ment cargo " ...	£1-0 to 1-5 at 2s. Ex.	£1-7-6 at 2s. Ex.	£1-10-0 at 2s. Ex.
" Seeds & Wheat " ..	£1-0-0 at 2s. Ex.	£1-2-6 at 2s. Ex.	£1-7-6
Marseilles and Genoa—M'ment cargo, Via Canal.	£0-13-9	£0-17-6	£1-0-0
" " Seeds & Wheat " ..	£0-12-6	£0-16-3	£1-0-0
China, Steamer	Rs. 10 to 12	Rs. 12	Rs. 12
Australia	" 25	" 25	" 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 1st December.	Week ending 8th December.	Week ending 15th December.
EXCHANGE.			
On England, Bank Bills, Tel. Transfer ...	1s. 4 3/32 d.	1s. 4 1/16 d.	1s. 5d.
" " Sight	1s. 4 1/16 d.	1s. 4 3/32 d.	1s. 5 1/32 d.
" " 3 m'ths' "	1s. 4 3/32 d.	1s. 5 1/32 d.	1s. 5 3/32 d.
" " 4 " "	1s. 4 1/16 d.	1s. 5 1/16 d.	1s. 5 1/32 d.
" " 6 " "	1s. 5 1/32 d.	1s. 5 7/32 d.	1s. 5 1/4 d.
First-class Credits... 5 " "	1s. 5d.	1s. 5 1/32 d.	1s. 5 7/32 d.
" " " ... 6 " "	1s. 5 3/32 d.	1s. 5 1/32 d.	1s. 5 3/32 d.
Documents ... 3 " "	1s. 5 1/32 d.	1s. 5 5/32 d.	1s. 5 1/4 d.
" ... ... 6 " "	1s. 5 1/16 d.	1s. 5 5/16 d.	1s. 5 9/32 d.
Paris Francs Mercantile Bills... 3 " "	1·79 3/4	1·81 1/4	1·82
" " 6 " "	1·81 1/4	1·83	1·83 1/4
On Calcutta Bank Telegraphic Transfer	100 3/32	100 1/16	100 1/16
On China Mer'tile Bills, 60 days' Sight	220	219 1/2	218 1/2
Eng. Bar Gold, 100 touch (per tola)	Rs. 22-13	Rs. 22-12	Rs. 22-10-6
Sovereigns...	" 14-5	" 14-3	" 14-3-6
RATES OF DISCOUNT.			
Bank Rate of Discount on Private Bills...	3 per cent.	3 per cent.	3 per cent.
" of Interest on Demand Loans on Govt. Securities.	3 "	2 1/2 "	3 "
Rate of Discount in the Open Market on Govt. Securities ...	2 "	2 "	3 "
Money Market	Easy.	Slightly firmer.	Firmer with a tendency to dearer money.
GOVERNMENT SECURITIES.			
Four per cents.	Rs. 99 1/4	Rs. 98 3/8	Rs. 98
Four-and-a-half per cents. ...	" 102 3/8	" 102 1/2	" 102 1/2
IMPORTS.			
Piece Goods— Market	Quiet; prices steady.	Quiet but steady	Little doing, but prices steady.
7lbs. 37-39 in. Grey Shirtings, (per piece)	Rs. 2-10 to 3-12	Rs. 2-10 to 3-12	Rs. 2-10 to 3-12
8 1/2 lbs. " " " ...	" 3-2 to 4-14	" 3-2 to 4-14	" 3-2 to 4-14
3lbs. 30-32 in Madapollams " ...	" 1-4-6 to 1-9	" 1-5 to 1-9	" 1-5 to 1-9
No. 40s Mule Twist, per lb. ...	As. 8 1/2 to 9	As. 8 1/2 to 9	As. 8 1/2 to 9
No. 30s, Water " " ...	" 8 to 8 1/2	" 8 to 8 1/2	" 8 to 8 1/2
Copper Braziers, (in bundles) (per cwt.)	Rs. 42 to 42 1/2 rdy.; 43 to arrive.	Rs. 44 1/2 ready; 45 to arrive.	Rs. 47 1/2 to 48 Rdy.; 50 to arrive.
Yellow Metal, (in cases) (per cwt.)	Rs 36 to 37 rdy.; 38 to arrive.	Rs. 38 ready; 38 1/2 to arrive.	Rs. 39 ready; 40 to 41 to arrive.
Welsh Bar Iron, (per candy of 746 1/2 lbs,)	Rs. 24 to 25	Rs. 25	Rs. 28 to 29
Staffordshire Bar Iron, " " ...	" 25 1/2 Nomi.	" 25 1/2	" 30 to 31
Swedish Bar Iron, " " ...	" 42	" 42 to 43	" 42 to 43
Davison's West Hartley Coal, (per ton) alongside.	" 22 Ready.	" 21 Ready.	" 21 Ready.
Welsh Hartley Coal, (per ton) "	...	...	...
Cardiff Coal, (per ton) "	" 23 Ready.	" 22 Ready.	" 21-8 Ready.
EXPORTS.			
Cotton— Market	Firm.	Firm.	Firm.
Broach Fine	" 242 to 243 Mar.	" 240 to 241 Mar.	" 240 to 242 Feb.-Mar.
Do. F.G.	...	...	" 237 to 239 Mar.
Do. Good	" 236 March	Rs. 232 March	" 234 to 235 "
Hinganghaut Good	...	...	...
Do. F.G.	...	...	...

mittee of the Chamber of Commerce during the Year 1887—*contd.*

QUOTATIONS.	Week ending 1st December.	Week ending 8th December.	Week ending 15th December.
EXPORTS—*contd.*			
COTTON—			
Oomrawuttee, Good, staple Fine..			
" " F.G....	Rs. 212to214 Jan-Mar.	Rs. 208to211Jan-Mar.	Rs. 212to 14Jan-Mar
" " Good...	" 198 Ready	" 201 to 204 "	" 208 to 210 Rdy.
" " F.G.F.			
Khandesh, Fine			
" F.G.	" 198to202 Jan-Mar.	" 196to199Jan.-Mar.	" 203 to 205 Rdy.
" Good	" 192to195 "	" 190 to 193 "	" 190to192Jan.-Mar.
" F.G.F.			" 178 to 180 "
Belatee, Fine	" 198to200 Feb-Mar.	" 195to197 Feb.-Mar.	" 196 to 198 "
" F.G.	" 193 to 195 "	" 190 to 192 "	" 191 to 193 "
" Good	" 188 to 190 "	" 185 to 187 "	" 186 to 188 "
Dhollera, Fine	" 218to220 Mar-Apl.	" 216 Mar.Apl.	" 215 to 216 April
" F.G.	" 208 to210 Apl-May.	" 206to207Apl.-May.	" 205to205Apl.-May
" Good	" 198 Ready	" 196 to 197 "	" 198 to 199 "
" F.G.F. ...			
Bengals, Fine	" 175 Dec.-Jany ...	" 175 January	" 174 to 177 Rdy.
" F.G.	" 161 "	" 161 "	" 164 to 167 "
" Good	" 150to151 Dec.-Jan.	" 151 "	" 162to153Jan.-Mar.
" F.G.F....			
Dharwar (S.G.), Good	" 207to208Apl.-May.	" 204 Apl.-May	" 205Apl.-May
" " F.G.F. ...			
Westerns, Good	" 190to191May-June	" 190 May-June	" 188 May-June
" F.G.F.			
	(Ready)	Ready	(Ready)
Gingelly Seed, White (per cwt.)..	Rs. 7-4 to 7-8	Rs. 7-- to 7-10	Rs. 7-4 to 7-8
" Mixed " ...	" 7-0 to 7-2	" 7-0 to 7-4	" 7 to 7-6
Linseed, Bold " ..	" 6-2-6	" 6-3 to 6-5	" 6-2-9
" Small Seed " ..	" 6-1-6	" 6-2-6	" 6-2
Rapeseed, Gujerat Yellow " ..	" 6-12	" 6-11 to 6-12	" 6 11
" Red Cawnpore " ...	" 5-12	" 5-12	" 5-11
Poppy Seed " ..	" 7-14	" 7-12	" 7-6
Groundnuts (per candy)..	" 27-8	" 27-8	" 6-8
Wheat, White Pessy (per cwt.)..	" 4-8 to 4-9	" 4-8 to 4-9	" 4-7 to 4-8
" Khabri Pessy " ..	" 4-6 to 4-7	" 4-6 to 4-7	" 4-5 to 4-6
" Ahmedabad (Soft Red) " ..	" 4-4	" 4-4	" 4-3 to 4-4
" Laskari " ...	" 4-4 to 4-6	" 4-3 to 4-5	" 4-3 to 4 5
" Hard Yellow " ..	" 4-6 to 4-8	" 4-6 to 4-8	" 4-6 to 4-8
" Khandwa " ..	" 4-14	" 4-10 to 4-13	" 4-12
" Delhi No. 1 White Pessy " ..	" 4-1 May	" 4-2 May	
" " Red " ..			
" Hard Red Khatha " ..	" 4-2 to 4-3	" 4-2 to 4-3	" 4-2 to 4-3
" Nagpore Khathi " ..	" 4-1	" 4-1	" 4-1
Opium, (Malwa) per chest, Old...	" 1,235	" 1,225	" 1.210
" " " New ..	" 1,200	" 1,195	" 1,175
FREIGHTS.	(Ready)	Ready	Ready
Liverpool—Cotton, via Cape, per ton 50 feet).	Nil.	Nil.	Nil.
" " " Suez Canal, (per ton 40 feet).	£0-17-6	No steamer.	£1-0
Seeds and Wheat... ...	£0-15-0	"	£0-18
London—M'ment cargo, P. & O. Co. ..	.....	£0-18-9 to 1-5-0	£1 to 1-5
" Seeds & Wheat " " ..	....	£0-17-6	£0-17-6
" M'ment cargo, Via Canal..	....	.....	.....
" Seeds and Wheat " ...	.....	....	...
Havre—M'ment cargo " ..	£0-17-6	No steamer.	£1-0
" Seeds and Wheat .. " ...	£0-17-6	" "	£0-18-9
Antwerp—M'ment cargo " ..	£ -17-0	£0-18-9	£0-18-9
" Seeds and Wheat " ..	£0-17-0	£0-18-0	£0-18-9
Hull " ..	.....	£0-18-0	£0-18-9
Dunkirk " ..	£0-16-9	£0-1-9	£0-18-9
Trieste & Venice—M'ment cargo,, ...	£1-7-6 at 2s. Ex. ..	£1-7-6 to 1-10 at 2s Ex.	£1-8to1-10at 2s. Ex.
Seeds & Wheat " ..	£1-7-6 at 2s. Ex. ...	£1-5 to 1-7-6 " ...	£1-6to 1-8 at 2s. Ex.
Marseilles and Genoa—M'ment cargo, Via Canal.	£0-16-6	£0-18-0	£0-17-6
" " Seeds & Wheat " ..	£0-16-6	£0-18-0	£0-17-6
China, Steamer	Rs. 10 to 12	Rs. 12 ...	Rs. 10 to 12
Australia .. .. "	" 25	" 25	" 25

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 22nd December.	Week ending 29th December.
EXCHANGE.		
On England, Bank Bills, Telegraphic Transfer...	1s. $4\frac{15}{16}$d.	1s. $5\frac{1}{8}$d.
" " Sight	1s. $4\frac{31}{32}$d.	1s. $5\frac{5}{32}$d.
" " 3 m'ths' "	1s. $5\frac{1}{16}$d.	1s. $5\frac{7}{32}$d.
" " 4 " "	1s. $5\frac{3}{32}$d.	1s. $5\frac{1}{4}$d.
" " 6 " "	1s. $5\frac{7}{32}$d.	1s. $5\frac{3}{8}$d.
First-class Credits 3 " "	1s. $5\frac{3}{16}$d.	1s. $5\frac{11}{32}$d.
" " 6 " "	1s. $5\frac{1}{32}$d.	1s. $5\frac{1}{2}$d.
Documents ... ... 3 " "	1s. $5\frac{7}{32}$d.	1s. $5\frac{3}{8}$d.
" ... ... 6 " "	1s. $5\frac{3}{8}$d.	1s. $5\frac{17}{32}$d
Paris Francs Mer'tile Bills 3 " "	1·81¼ to ½	1·83½
" 6 " "	1·83	1·85
On Calcutta Bank Telegraphic Transfer.	$100\frac{1}{16}$	$100\frac{1}{16}$
On China Mercantile Bills, 60 days' Sight	218	218
English Bar Gold, 100 touch (per tola)...	Rs. 22-10	Rs. 22-9
Sovereigns	" 14-3	" 14-3
RATES OF DISCOUNT.		
Bank Rate of Discount on Private Bills..	4 per cent.	4 per cent.
" of Interest on Demand Loans on Government Securities.	4 "	4 "
Rate of Discount in the Open Market on Government Securities	3 "	3 "
Money Market	Steadier.	Quiet.
GOVERNMENT SECURITIES.		
Four per cents.	Rs. 97⅞	Rs. 97½
Four-and-a-half per cents.	" 103	" 103¼
IMPORTS.		
Piece Goods— Market	Quiet but steady.	Little doing, but prices steady.
7lbs. 37-39in. Grey Shirtings (per piece).	Rs. 2-10 to 3-12	Rs. 2-10 to 3-12
8¼lbs. " " " ...	" 3-2 to 4-14	" 3-2 to 4-14
3lbs. 30-32in. Madapollams " ...	" 1-5 to 1-9	" 1-5 to 1-9
No. 40s Mule Twist per lb.	As. 9 to 9¼	As. 9 to 9¼
No. 30s Water " "	" 8¼ to 8½	" 8¼ to 8½
Copper Braziers (in bundles) (per cwt.).	Rs. 54 ready; 55 to arrive.	Rs. 52 ready; 53 to arrive.
Yellow Metal (in cases) (per cwt) ...	" 42 ready; 43 to arrive.	" 41½ ready; 42 to arrive.
Welsh Bar Iron, (per candy of 746¼ lbs.)	Rs. 28 to 29	" 28 to 29
Staffordshire Bar Iron " " ...	" 30 to 31	" 30 to 31
Swedish Bar Iron " " ...	" 42 to 43	" 42 to 43
Davison's West Hartley Coal (per ton) alongside.	" 21 Ready.	" 21 Ready.
Welsh Hartley Coal (per ton) " ...	" 19 Forward.	" 20 Forward.
Cardiff (Best) Coal (per ton) " ...	" 22 Ready.	" 21 Ready.
EXPORTS.		
Cotton— Market	Firm.	Steady.
Broach, Fine	Rs. 241 to 242 March	Rs. 240 to 241 March
Do. F.G.	...	...
Do. Good	" 233 to 234 March	" 233 March
Hingunghaut, Good	...	...
Do. F.G.	...	...

mittee of the Chamber of Commerce during the Year 1887—*contd.*

Quotations.	Week ending 22nd December.	Week ending 29th December.
EXPORTS—*contd.*		
Cotton—		
Oomrawuttee, Good staple Fine.....	...	Rs. 221 to 222 Feb.-Mar.
" " F.G. ...	Rs. 213 to 214 Rdy.	" 209 to 211 Jan.-Mar.
" " Good ...	" 208 to 209 "	" 208 to 210 Rdy.
" " F.G.F. ...	...	...
Julgaum, Fine	...	...
" F.G.	" 203 to 205 Rdy.	" 203 to 205 Rdy.
" Good	" 198 to 200 "	" 191 to 194 Jan.-Mar.
" F.G.F.	...	...
Belatee; Fine	" 198 Feb.-Mar. Nl.	" 198 to 200 Jan.-Mr. Nl.
" F.G.	" 193 " "	" 193 to 195 " "
" Good	" 188 " "	" 188 to 190 " "
Dhollera, Fine	" 216 April	" 216 to 217 Mar.-April
" F.G.	" 206 to 207 Apl.-May	" 205 to 206 April-May
" Good	" 197 to 199 "	" 196 to 198 "
" F.G.F.	...	...
Bengals, Fine	" 176 to 177 Rdy.	" 172 to 174 Rdy.
" F.G.	" 165 to 166 "	" 161 to 163 "
" Good	" 156 to 157 "	" 157 to 158 "
" F.G.F.	...	...
Dharwar (S.G.), Good...	" 204 to 205 April-May	" 204 to 205 April-May
" " F.G.F.	...	...
Westerns, Good	" 189 to 190 May-June	" 190 Apl.-May.
" F.G.F.	...	...
Gingelly Seed, White (per cwt.)	(Ready) Rs. 7-8 to 7-10	(Ready) " 7-12 to 8
" Mixed "	" 7 to 7-2	" 7 to 7-6
Linseed, Bold "	" 6-1 to 6-4	" 6-2
" Small Seed "	" 6-0-6	" 6-1
Rapeseed, Gujerat Yellow "	" 6-10	" 6-10 to 6-12
" Red Cawnpore "	" 5-10	" 5-11 to 5-12
Poppy Seed "	" 7-7	" 7-9
Groundnuts (per candy)	" 27-0	" 26-8
Wheat, White Pessy (per cwt.)	" 4-7 to 4-8	" 4-9 to 4-10
" Khabri Pessy "	" 4-5 to 4-6	" 4-6 to 4-7
" Ahmedabad (Soft Red) "	" 4-3	.....
" Laskari "	" 4-3 to 4-4	" 4-3 to 4-4
" Hard Yellow "	" 4-5 to 4-7	" 4-6 to 4-7
" Khandwa "	" 4-12	" 4 10 to 4-12
" Delhi No. 1 White Pessy "	.....	.....
" " Red "	.....	.....
" Hard Red Khatha "	" 3-15 to 4	" 3-15 to 4
" Nagpore Khathi "	" 3-15	" 3-14
Opium, (Malwa) per chest, Old	" 1,210	" 1,215
" " " New	" 1,175	" 1,175
FREIGHTS.	(Ready.) Nil.	(Ready.) Nil.
Liverpool—Cotton, via Cape, (per ton 50 feet).	£1-0-0	£0-18-9
" " " Suez Canal (per ton 40 feet).	£0-17-6	£0-16-3
" Seeds and Wheat	£0-17-6 to 1-5	£1-0-0 to 1-5-0
London—M'ment cargo P. & O. Co.	£0-17-6	£0-16-3
" Seeds & Wheat " "	....	.....
" M'ment cargo, Via Canal	.....	.....
" Sced & Wheat "		.....
Havre—M'ment cargo "	£1-2-6	.....
" Seeds & Wheat "	£1-2-6	£0-18
Antwerp—M'ment cargo "	£0-18-9	£0-17-6
" Seeds & Wheat "	£0-17-6	.....
Hull "	£0-17-6	£0-17-6
Dunkirk "	£0 17-6	£1-8 at 2s. Ex.
Trieste & Venice—M'ment cargo "	£1-6 to 1-8 at 2s. Ex.	£1-6 at 2s. Ex.
" Seeds & Wheat "	£1-4 to 1-6 at 2s. Ex.	£0-17-6
Marseilles and Genoa—M'ment cargo, Via Canal.	£0-18-9	£0 16-3
" " Seeds & Wheat " ...	£0-17-6	Rs. 10 to 12
China, Steamer	Rs. 12	" 25
Australia...	" 25	

APPENDIX NN.—*contd.*

STATEMENT showing the Annual Value of the Export and Import Trade of India, and the Total Miles of Railway opened, in the Official Years 1853-54 to 1886-87.

EXPORTS.	Total Miles of Railway opened.	Merchandise.	Treasure.	Merchandise and Treasure.
		£	£	£
Year 1853-54	72	19,295,139	1,483,296	20,778,435
„ 1854-55	171	18,927,222	1,267,033	20,194,255
„ 1855-56	274½	23,040,000	601,177	23,641,177
„ 1856-57	289¾	25,340,000	1,253,426	26,593,426
„ 1857-58	430½	27,460,000	822,438	28,282,438
„ 1858-59	625	29,860,000	669,427	30,529,427
„ 1859-60	836¼	27,960,000	929,007	28,889,007
„ 1860-61	1581½	32,970,000	1,119,549	34,089,549
„ 1861-62	2351¼	36,320,000	683,355	37,003,355
„ 1862-63	2516¾	*47,860,000	1,111,140	48,971,140
„ 1863-64	2962½	*65,625,000	1,270,435	66,895,435
„ 1864-65	3368¾	*68,025,000	1,444,775	69,469,775
„ 1865-66	3568	*65,490,000	2,165,352	67,655,352
„ 1866-67	3936½	41,860,000	2,431,503	44,291,503
„ 1867-68	4016½	50,875,000	1,571,946	52,446,946
„ 1868-69	4261	53,060,000	1,395,580	54,455,580
„ 1869-70	4766	52,470,000	1,042,353	53,512,353
„ 1870-71	5072	55,335,000	2,220,765	57,555,765
„ 1871-72	5365¾	63,190,000	1,495,642	64,685,642
„ 1872-73	5671½	55,230,000	1,308,579	56,538,579
„ 1873-74	6201	54,980,000	1,958,512	56,938,519
„ 1874-75	6497¼	56,360,000	1,625,309	57,985,309
„ 1875-76	6949½	56,210,000	2,200,236	58,410,236
„ 1876-77	7326½	61,013,000	4,029,898	65,042,898
„ 1877-78	8216	65,222,000	2,210,995	67,432,995
„ 1878-79	8477¾	60,937,000	3,982,228	64,919,228
„ 1879-80	9325	67,210,000	2,035,147	69,245,147
„ 1880-81	9875	74,541,000	1,440,400	75,981,400
„ 1881-82	10144½	81,966,000	1,099,700	83,065,700
„ 1882-83	10832¼	83,485,000	1,041,800	84,526,800
„ 1883-84		88,076,400	1,008,500	89,084,900
„ 1884-85	12004½	83,170,100	1,968,900	85,139,000
„ 1885-86	12376	83,861,200	1,108,200	84,969,400
„ 1886-87	13390¼	88,481,000	1,720,400	90,201,400

* Exports abnormally high owing to the American Civil War.

IMPORTS.

	Total Miles of Railway opened.	Merchandise.	Treasure.	Merchandise and Treasure.
		£	£	£
Year 1853-54	72	10,070,863	4,871,956	14,942,819
„ 1854-55	171	12,742,671	2,028,256	14,770,927
„ 1855-56	274¼	13,945,000	11,301,288	25,246,288
„ 1856-57	289¾	14,195,000	14,413,697	28,608,697
„ 1857-58	430½	15,275,000	15,815,436	31,090,436
„ 1858-59	625	21,730,000	12,817,071	34,547,071
„ 1859-60	836¼	24,265,000	16,356,963	40,621,963
„ 1860-61	1581½	23,495,000	10,677,077	34,172,077
„ 1861-62	2351½	22,320,000	14,951,985	37,271,985
„ 1862-63	2516¾	22,630,000	20,508,967	43,138,967
„ 1863-64	2962½	27,145,000	22,962,581	50,107,581
„ 1864-65	3368¾	28,150,000	21,363,325	49,513,325
„ 1865-66	3568	29,600,000	29,577,301	59,157,301
„ 1866-67	3936½	29,040,000	13,236,905	42,276,905
„ 1867-68	4016½	35,705,000	11,775,374	47,480,374
„ 1868-69	4261	35,990,000	15,155,954	51,145,954
„ 1869-70	4766	32,925,000	13,954,807	46,879,807
„ 1870-71	5072	34,470,000	5,444,823	39,914,823
„ 1871-72	5365¾	32,090,000	11,573,813	43,663,813
„ 1872-73	5671½	31,875,000	4,556,585	36,431,585
„ 1873-74	6201	33,835,000	5,792,534	39,627,534
„ 1874-75	6497¼	36,220,000	8,141,047	44,361,047
„ 1875-76	6949¾	38,515,000	5,300,723	43,815,722
„ 1876-77	7326½	37,440,000	11,436,120	48,876,120
„ 1877-78	8216	41,464,000	17,355,459	58,819,459
„ 1878-79	8477¾	37,801,000	7,056,748	44,857,748
„ 1879-80	9325	41,172,000	11,654,894	52,826,894
„ 1880-81	9875	53,086,800	8,997,200	62,084,000
„ 1881-82	10144½	49,113,000	11,322,800	60,435,800
„ 1882-83	10832¼	52,098,700	13,453,400	65,552,100
„ 1883-84		55,299,000	12,877,900	68,176,900
„ 1884-85	12004¼	55,701,600	13,888,200	69,589,800
„ 1885-86	12376	55,652,000	15,467,000	71,119,000
„ 1886-87	13390½	61,812,000	11,048,300	72,860,300

APPENDIX N N.—*contd.*

FOREIGN TRADE OF BRITISH INDIA.

Summary of Imports and Exports in the Official Years 1881-82 *to* 1886-87.

	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.
IMPORTS—						
Merchandise, Private.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal	20,44,10,589	21,12,01,418	22,40,09,448	21,43,13,842	1[illegible]8,53,049	23,33,80,788
Bombay	18,14,37,616	19,39,41,774	20,78,05,068	21,51,46,900	22,0[illegible]07,068	23,48,03,364
Sindh	1,22,74,791	1,18,68,556	1,34,78,136	1,68,21,994	2,14,14,386	2,81,37,826
Madras	3,88,60,546	4,58,33,679	4,38,67,704	4,82,42,572	4,25,03,605	5,31,81,396
British Burmah	3,29,33,009	3,72,34,234	3,80,74,982	3,69,53,890	3,41,98,154	3,74,57,343
Total...	46,99,16,551	50,00,79,661	52,72,35,338	53,14,79,198	51,80,76,262	58,69,60,717
Ditto. Government Stores	2,12,12,173	2,09,07,059	2,57,54,569	2,55 37,606	3,84,43,290	3,11,58,891
Total Merchandise...	49,11,28,724	52,09,86,720	55,29,89,907	55,70,16,804	55,65,19,552	61,81,19,608
Treasure, Private.						
Bengal	1 92,21,391	2,29,82,883	2,03,55,058	2,70,72,820	2,63,77,784	1,07,42,452
Bombay	9,01,53,300	10,72 74,411	10,32,19,580	10,70,14,559	12,46,82,049	9,46,91,217
Sindh	49,625	3,22,028	9,27,102	10,96,240	4,26,604	10,96,656
Madras	32,86,965	34,55,882	39,33,454	32,24,678	30,17,517	34,24,294
British Burmah	5,16,523	4,98,438	3,44,439	3,80,121	1 66,854	5,28,605
Total...	11,32,27,804	13,45,33,642	12,87,79,633	13,87,88,418	15,46,70,808	11,04,83,224
Ditto. Government	.....	.....	.....	93,500	.....	.....
Total Treasure...	11,32,27,804	13,45,33,642	12,87,79,633	13,88,81,918	15,46,70,808	11,04,83,224
Grand Total of Imports...	60,43,56,528	65,55,20,362	68,17,69,540	69,58,98,722	71,11,90,360	72,86,02,832
EXPORTS—						
Merchandise, Private. (Foreign Goods.)						
Bengal	9,53,773	10,54,037	13,70,651	16,58,494	11,55,998	12,73,122
Bombay	2,26,57,532	2,44,78,208	2,66,69,325	2,42,43,409	2,63,91,413	2,94,27,678

Sindh	22,56,026	19,00,751	16,42,787	22,27,266	28,86,320	38,49,570
Madras	3,98,060	3,32,399	3,62,096	3,43,679	2,91,960	4,39,606
British Burmah	2,03,825	2,58,768	2,19,138	3,18,638	2,08,799	2,18,969
Total...	2,64,69,216	2,80,24,163	3,02,63,997	2,87,91,486	3,09,34,490	3,52,08,945
(Indian Produce and Manufactures.)						
Bengal	33,96,69,167	34,03,99,712	35,95,51,404	32,66,62,730	32,99,27,597	35,47,14,823
Bombay	29,41,51,191	28,90,86,889	29,84,51,631	30,21,07,606	28,64,31,455	31,28,26,594
Sindh	1,76,86,803	2,43,59,327	3,52,27,585	3,70,56,505	4,08,40,026	2,51,24,070
Madras	7,54,79,479	8,20,69,333	9,11,06,505	8,39,83,052	8,23,48,998	9,08,73,573
British Burmah	6,55,43,335	7,00,67,370	6,55,15,249	5,25,53,050	6,75,94,891	6,56,47,781
Total...	79,25,29,975	80,59,82,631	84,99,52,374	80,23,62,943	80,71,42,967	84,91,86,841
Total Fgn. & Indian Merchandise exported.						
Bengal	34,06,22,940	34,14,53,749	36,10,22,055	32,83,21,224	33,10,83,595	35,59,87,945
Bombay	31,68,08,723	31,35,65,097	32,51,20,956	32,63,51,015	31,28,22,868	34,22,54,272
Sindh	1,99,42,829	2,62,60,078	3,68,70,372	3,92 83,771	4,37,26,346	2,89,73,640
Madras	7,58,77,539	8,24,01,732	9,14,68,601	8,43,26,731	8,26,40,958	9,13,13,179
British Burmah	6,57,47,160	7,03,26,138	6,57,34,387	5,28,71,688	6,78,03,690	6,58,66,750
Total...	81,89,99,191	83,40,06,794	88,02,16,371	83,11,54,429	83,80,77,457	88,43,95,786
Ditto. Government Stores	6,64,911	8,42,578	5,47,944	5,47,078	5,34,236	4,14,568
Total Merchandise...	81,96,64,102	83,48,49,372	88,07,64,315	83,17,01,507	83,86,11,693	88,48,10,354
Treasure, Private.						
Bengal	21,55,826	28,76,734	11,11,473	30,11,442	9,94,555	13,59,380
Bombay	57,01,723	50,11,301	69,27,000	1,24,89,069	90,33,742	1,24,85,466
Sindh	5,18,305	4,20,700	6,21,485	6,11,749	4,23,950	7,06,980
Madras	25,47,914	14,28,641	11,10,649	27,39,836	4,21,563	22,91,935
British Burmah	50,100	69,112	26,980	4,700	4,500	450
Total...	1,09,73,868	98,06,488	97,97,587	1,88,56,796	1,08,78,310	1,68,44,211
Ditto. Government	23,600	6,12,000	2,87,350	8,33,000	2,04,000	3,60,050
Total Treasure...	1,09,97,468	1,04,18,488	1,00,84,937	1,96,89,796	1,10,82,310	1,72,04,261
Grand Total of Exports...	83,06,61,570	84,52,67,860	89,08,49,252	85,13,91,303	84,96,94,003	90,20,14,615

APPENDIX NN.—*contd.*

FOREIGN TRADE OF THE PORT OF BOMBAY.—IMPORTS.

Quantities and Value of the Principal Articles, imported in the Official Years 1884-85 *to* 1886-87.

Articles.		Quantities.			Value.		
		1884-85.	1885-86.	1886-87.	1884-85.	1885-86.	1886-87.
					Rs.	Rs.	Rs.
Animals—Living	Nos.	2,367	2,631	3,126	6,92,527	[illegible]40,095	9,58,202
Apparel, &c.	value.	.....	.....	.....	27,36,987	3[illegible]81,313	34,01,002
Arms, Ammunition, &c.	„	.....	.....	.....	3,63,860	4,09,867	4,25,099
Articles imported by Post	„	.....	.....	.....	30,24,426	22,99,553	21,63,675
Building and Engineering Materials	„	.....	.....	.....	4,29,402	3,91,216	6,23,464
Cabinetware and Furniture	„	.....	.....	.....	3,44,374	2,85,286	3,21,929
Candles	lbs.	889,097	737,618	1,175,327	3,35,659	2,57,266	3,82,313
Clocks and Watches	Nos.	50,712	70,073	61,261	6,28,623	7,65,588	7,41,018
Coal, Coke, and Patent Fuel	tons.	506,625	529,089	521,419	84,51,236	83,98,459	89,09,093
Cotton—Raw	cwts.	67,951	75,547	56,444	16,24,895	17,76,214	11,72,719
Cotton—Twist and Yarn	lbs.	13,324,230	14,557,077	15,510,340	97,05,087	1,00,68,119	99,68,355
Do. Piece Goods	yards.	572,948,614	605,174,590	679,393,385	6,94,25,827	7,14,75,446	8,12,18,939
Do. Shawls & Handkerchiefs	Nos.	10,369,086	13,354,807	10,888,576			
Chemical Products and Preparations	value.	.....	.....	.....	9,43,709	11,34,965	8,20,436
Drugs and Medicines	„	.....	.....	.....	15,34,778	15,76,550	18,32,474
Dyeing and Colouring Materials	„	.....	.....	.....	14,90,974	15,85,172	17,07,090
Earthenware and Porcelain	„	.....	.....	.....	6,25,210	5,59,338	5,90,723
Fireworks	„	.....	.....	.....	3,77,087	4,11,337	4,97,931
Glass	„	.....	.....	.....	26,81,433	27,26,384	27,96,501
Gums and Resins	cwts.	34,346	36,893	30,593	5,55,667	5,65,247	5,03,225
Hardware and Cutlery	value.	.....	.....	.....	36,21,634	37,11,840	40,14,808
Hides and Skins	Nos.	140,666	175,878	271,977	1,60,499	1,98,629	3,36,611
Instruments and Apparatus	value.	.....	.....	.....	7,60,606	8,08,215	8,20,389
Ivory, Unmanufactured	lbs.	386,852	634,984	537,272	19,81,258	31,23,646	28,81,091
Do. Manufactured	value.	.....	.....	.....	80,312	1,23,375	1,46,132
Jewellery, &c.	„	.....	.....	.....	19,76,738	19,11,003	17,46,238
Leather	„	.....	.....	.....	12,55,300	13,18,508	13,55,069
Liquors—Ale, Beer, and Porter	gallons.	238,312	245,010	273,731	4,74,025	5,20,212	5 90,348
Do. Spirits	„	254,844	263,870	279,685	15,54,955	16,08,788	16,87,217
Do. Wines and Liqueurs	„	127,401	116,743	118,606	10,75,319	9,84,979	9,95,948

Liquors—Other sorts	„	1,139	574	898	4,150	2,178	3,432
Machinery and Millwork	value.	.....	.....	.....	67,72,505	46,76,944	70,02,092
Matches, Lucifer and other	„	.....	.....	.....	7,03 517	8,32,474	5,14,882
Metals—Brass	cwts.	4,148	4,350	5,547	2,27,395	2,08,135	2,40,204
Do. Copper...	„	164,737	206,594	185,058	67,70,901	71,53,538	66,52,344
Do. Mixed or Yellow Metal ...	„	81,593	136,017	127,301	26,02,424	38,20,476	35,30,783
Do. Iron	„	1,456,497	1,371,686	1,325,305	77,25,025	74,86,046	69,37,395
Do. Lead	„	32,397	19,574	22,445	2,78,517	1,66,992	2,32,673
Do. Quicksilver	lbs.	71,250	114,525	87,975	66,058	1,18,866	1,10,874
Do. Steel	cwts.	148,251	150,539	195,087	9,77,884	9,71,971	12,33,343
Do. Tin	„	11,557	10,310	13,226	5,89,294	5,97,999	9,12,986
Do. Zinc or Spelter	„	27,632	44,389	66,324	2,58,145	4,32,188	6,88,734
Do. Other sorts	„	4,516	4,778	4,397	4,45,482	4,30,415	4,43,065
Oils	gallons	5,044,336	6,363,045	7,956,900	23,91,196	29,69,288	39,64,474
Paints and Colours (excluding Painters' Materials)	cwts.	58,169	74,140	58,679	6,08,112	8,15,274	7,50,830
Paper and Pasteboard	value.	.....	.....	.....	17,67,764	19,10,051	17,08,339
Perfumery	„	.....	.....	.....	3,98,066	3,31,744	3,51,049
Provisions	„	.....	.....	.....	46,39,050	50,64,827	47,33,218
Railway Plant and Rolling Stock ...	„	.....	.....	.....	88,02,818	1,34,71,792	90,68,985
Silk—Raw	lbs.	1,342,375	1,448,354	1,555,135	54,49,302	58,88,801	69,13,580
Do. Piece Goods (including silk mixed with other materials)..	yards.	4,392,968	4,995,322	6,108,422	49,74,929	51,15,274	63,98,506
Spices	lbs.	7,035,248	12,263,302	6,321,654	16,13,843	23,76,190	25,51,213
Sugar, refined and unrefined	cwts.	1,486,799	1,038,798	1,335,588	1,98,51,970	1,27,69,293	1,61,99,007
Tea	lbs.	3,481,418	3,498,554	3,697,661	30,83,673	28,49,821	30,10,908
Tobacco	„	259,937	240,339	287,720	2,55,152	2,34,544	2,70,651
Umbrellas	Nos.	1,063,213	846,316	1,166,302	9,95,538	7,23,156	10,22,406
Woollen Piece Goods	yards.	4,741,410	5,218,517	5,272,387	44,77,791	51,03,136	52,95,582
All other Articles	value	.....	.....	.....	9,4,11,485	9,36,191	99,45,692
Total Value...		.....	.....	.....	21,49,74,393	21,96,64,214	23,43,25,186
Treasure—Gold		.....	.....	.....	3,73,82,453	2,48,08,575	2,46,26,689
Do. Silver...		.....	.....	.....	6,96,32,166	9,99,80,674	7,01,14,498
Total Treasure...		.....	.....	.....	10,70,14,619	12,47,89,249	9,47,41,187
Grand Total Rs...		.....	.....	.....	32,19,89,012	34,44,53,463	32,90,66,373

FOREIGN TRADE OF THE PORT OF BOMBAY.—EXPORTS.

Quantities and Value of the Principal Articles, exported in the Official Years 1884-85 *to* 1886-87.

ARTICLES.	Quantities.			Value.		
	1884-85.	1885-86.	1886-87.	1884-85.	1885-86.	1886-87.
INDIAN PRODUCE AND MANUFACTURES.				Rs.	Rs.	Rs.
Coffee ... ... cwts.	25,225	35,274	28,911	6,71,213	35,997	8,05,104
Coir, unmanufactured & manufactured (Excluding Ropes) ... ... „	50,421	46,186	22,971	3,97,355	3,52,097	1,59,203
Cotton—Raw ... ... „	4,064,609	3,259,621	3,917,929	10,88,52,143	8,48,58,580	9,96,31,442
Do. Twist and Yarn ... ... lbs.	63,195,623	76,298,655	89,088,086	2,34,00,102	2,68,35,305	3,24,04,806
Do. Piece Goods ... ... yards.	35,731,324	36,599,624	40,415,974	43,33,097	46,49,743	50,92,821
Do. Shawls and Handkerchiefs ... Nos.	37,422	50,537	58,857			
Dyeing and Colouring Materials—						
Indigo ... ... cwts.	3,376	8,016	8,319	6,34,295	15,75,089	15,88,247
Myrabollams ... ... „	367,182	519,742	430,729	17,55,162	23,45,279	17,41,143
Other Sorts ... ... „	20,165	37,573	33,585	2,00,758	3,53,426	2,78,707
Grain and Pulse—						
Rice not in the Husk ... ... „	676,714	521,427	638,772	32,16,180	24,65,188	29,72,183
Wheat ... ... „	8,993,108	10,608,187	12,605,860	3,46,64,273	3,90,19,430	4,98,89,793
Other Sorts ... ... „	308,302	523,734	968,474	9,78,703	16,54,392	30,25,329
Hides and Skins—						
Hides ... ... Nos.	702,644	578,198	241,229	21,15,843	19,10,864	9,91,257
Skins ... ... „	2,919,450	3,148,362	3,124,363	33,03,847	36,75,935	36,76,756
Oils ... ... gals.	141,845	1,10,343	152,787	3,37,680	2,90,626	3,29,680
Opium ... ... chests	38,686	36,901½	41,222½	4,67,81,340	4,43,15,435	4,94,78,289
Provisions ... ... value.	.....	.....	.....	12,40,774	16,66,999	25,18,346
Seeds—						
Linseed ... ... cwts.	4,989,578	4,789,601	3,637,026	2,87,41,169	2,94,32,007	1,95,36,491
Rapeseed ... ... „	1,363,401	1,836,231	1,339,768	87,83,781	1,00,84,318	71,12,653
Gingelly ... ... „	1,550,004	952,380	1,196,842	1,14,55,188	66,25,648	83,66,959
Poppy ... ... „	194,438	262,979	180,507	11,92,317	14,65,705	9,73,639
Castor ... ... „	38,136	104,915	254,281	1,92,126	5,05,533	12,99,299
Groundnuts ... ... „	535,781	498,991	587,471	29,15,902	25,44,830	28,07,742
Other Sorts ... ... „	319,726	117,380	116,218	14,45,899	6,13,793	5,92,856

Spices ... ... lbs.	4,503,163	6,200,200	5,842,266	12,69,524	15,50,647	14,66,496
Sugar, Refined ... ... cwts.	7,662	2,913	8,100	71,866	34,089	97,792
Do. Unrefined (Molasses, &c.) ... ,,	8,103	12,333	13,633	63,212	95 728	1,03,266
Tea ... ... lbs.	92,062	73,578	247,986	71,917	62,296	1,94,964
Tobacco ... ... ,,	5,964,495	5,064,964	4,582,798	7,38,917	6,21,981	5,57,400
Wool, Raw... ... ... ,,	15,285,800	17,313,354	17,153,296	57,58,951	66,44,647	69,88,020
Woollen Shawls ... ... Nos.	19,598	7,376	7,090	6,56,490	2,69,594	3,34,353
All other Articles ... ... value.	.....	.....	.....	67,52,837	91,36,238	77,72,953
Total Value Rs.	.....	.....	.....	30,29,92,861	28,65,91,389	31,27,87,989
FOREIGN MERCHANDISE.						
Cotton—Twist and Yarn ... ... lbs.	821,085	943,339	1,212,548	5,61,111	5,91,181	7,45,749
Do. Piece Goods ... { yards	59,913,710	69,785,207	77,201,677	} 1,13,65,171	1,31,72,750	1,41,47,522
Do. do. ... { Nos.	1,398,999	1,476,315	1,408,777			
Gums and Resins ... ... cwts.	27,676	29,507	20,036	4,30,731	7,70,453	3,94,715
Ivory, unmanufactured ... ... lbs.	226,076	298,767	332,624	10,33,743	15,00,592	17,22,604
Provisions ... ... value	.....	.....	.....	8,03,193	9,13,855	8,72,583
Silk—Raw... ... ... lbs.	138,051	74,975	119,580	4,45,634	2,70,987	3,38,008
Do. Piece Goods (including silk mixed with other materials) ... ... yards	308,786	375,396	398,404	2,80,627	3,47,[illegible]60	3,64,784
Sugar—Refined ... ... cwts.	179,062	161,815	156,587	24,36,613	20,31,188	19,48,680
Tea ... ... lbs.	985,451	881,501	1,853,546	9,25,598	9,10,234	15,50,714
Wool—Raw ... ... ,,	2,134,524	2,425,024	2,757,440	9,58,238	10,82,998	13,12,20[illegible]
Do. Piece Goods... ... ... yards	176,272	240,964	267,004	1,86,750	2,50,686	2,59,3[illegible]7
All other Articles ... ... value	.....	.....	.....	49,02,218	45,45,229	57,58,[illegible]98
Total Value Rs.	.....	.....	.....	2,43,29,627	2,6[illegible]88,013	2,94,15,068
Treasure—Gold	.....	.....	.....	9,30,948	21,80,527	49,61,030
Do. Silver	.....	.....	.....	1,15,71,925	68,51,656	75,25,336
Total Treasure...	.....	.....	.....	1,25,02,873	90,32,183	1,24,86,366
Grand Total Rs...	.....	.....	.....	33,98,25,361	32,20,11,585	35,46,89,423

APPENDIX NN.—*contd.*

FOREIGN TRADE OF BRITISH INDIA.—IMPORTS.

Quantities and value of the Principal Articles Imported in the years ending 31st December 1885, 1886 and 1887.

ARTICLES.		Quantities.			Value.		
		1885.	1886.	1887.	1885.	1886.	1887.
					Rs.	Rs.	Rs.
Animals—Living	Nos.	8,693	10,465	9,329	25,47,622	25,26,749	24,66,443
Apparel, &c. (including Millinery, &c.) ...	value.	.....	.....	.....	87,93,275	1,01,34,020	1,05,43,602
Arms, Ammunition, &c.	,,	.....	.....	.....	8,95,893	10,76,861	11,23,118
Books and Printed matters	cwts.	9,933	11,568	10,482	16,38,216	16,25,905	17,19,275
Building and Engineering Materials ...	value.	.....	.....	.....	15,24,937	17,56,562	10,76,677
Coffee	cwt.	17,096	21,928	17,619	4,96,777	5,98,222	9,65,421
Coal, Coke and Patent Fuel	tons.	819,105	743,134	829,150	1,35,82,803	1,22,52,091	1,59,45,486
Cotton—Raw	cwts.	80,201	55,258	54,494	19,23,456	12,22,622	11,56,739
,, Twist and Yarn	lbs.	41,904,309	48,377,372	49,053,533	2,91,36,242	3,31,26,951	3,35,27,100
,, Piece Goods...	yards.	1,671,952,851	2,155,045,533	1,829,469,567	19,84,66,620	25,23,73,962	22,66,47,888
,, Shawls, Hosiery, Thread, &c....	value.	.....	.....	.....	50,08,129	49,72,482	56,26,930
Corals, Real.	lbs.	151,654	175,259	169,987	14,36,126	15,51,143	16,69,863
Chemicals	value.	.....	.....	.....	21,56,318	18,45,449	19,43,296
Clocks and Watches...	Nos.	94,948	99,704	119,811	10,65,300	10,91,165	11,50,540
Candles	lbs.	2,431,604	3,230,565	2,987,603	9,15,951	11,36,448	9,91,037
Drugs, Medicines and Narcotics ...	value.	.....	.....	.....	42,26,344	46,54,535	46,51,429
Dyeing and Tanning materials. ...	,,	.....	.....	.....	21,19,085	25,55,857	33,52,469
Earthenware and Porcelain	,,	.....	.....	.....	16,40,372	16,97,396	21,97,472
Flax, manufactured and unmanufactured	,,	.....	.....	.....	10,45,816	9,94,869	12,96,736
Fruits and Vegetables	,,	.....	.....	.....	16,05,303	18,36,251	24,19,110
Gums and Resins	cwt.	58,213	53,562	57,700	6,97,411	7,05,354	10,05,999
Glass	value.	.....	.....	.....	48,46,716	53,36,613	53,44,481
Hides and Skins, dressed and undressed—							
Hides	cwt.	1,762	2,032	5,604	90,274	1,18,661	2,47,855
Skins	,,	6,156	7,925	11,236	3,67,150	4,50,731	6,20,957
Ivory, unmanufactured	lbs.	572,127	570,192	544,574	27,92,404	28,92,586	27,37,335
Instruments and Apparatus	value.	.....	.....	.....	15,35,797	16,67,049	17,09,717

Jewellery, &c.	value.	.....	.....	.....	31,44,470	25,85,053	26,40,298
Liquors—Ale, Beer and Porter	...gallons	1,181,350	1,648,429	1,972,938	28,03,426	34,86,860	37,96,902
„ Spirits	„	949,688	1,039,622	1,039,955	67,85,302	73,19,713	75,39,493
„ Wines, Liqueurs, &c. ...	„	369,610	359,732	388,477	33,88,002	32,75,239	35,43,311
Leather and manufactures of (excluding Boots and Shoes)... ...	value.	.....	.....	.....	14,02,859	13,26,140	14,49,526
„ Boots and Shoes	„	.....	.....	.....	10,09,388	11,49,085	12,83,442
Metals (excluding Hardware & Cutlery).	tons.	231,775	221,227	260,619	4,60,40,775	4,51,04,560	5,12,13,274
„ Hardware and Cutlery ...	value.	.....	.....	.....	78,98,327	83,13,212	1,04,22,592
Machinery and Millwork	„	.....	.....	.....	1,09,95,863	1,20,53,560	1,66,00,040
Matches, Lucifer and other	„	.....	.....	.....	19,14,486	20,48,690	25,05,648
Oils, Kerosine	...gallons	19,535,145	25,484,313	30,204,797	78,50,953	1,00,52,463	1,17,53,202
„ Other kinds	„	2,539,261	3,708,007	2,619,046	17,15,752	25,08,381	24,75,379
Provisions	value.	.....	.....	.....	1,16,39,933	1,18,56,463	1,44,35,611
Paints and Colours	cwt.	117,395	126,156	142,675	15,71,922	17,57,985	20,91,816
Painters' Materials	value.	.....	.....	.....	4,08,777	4,49,963	6,56,505
Paper and Pasteboard	„	.....	.....	.....	34,49,130	32,29,193	38,70,628
Perfumery	„	.....	.....	.....	5,65,668	6,00,142	3,43,957
Railway Plant and Rolling Stock ...	„	.....	.....	.....	1,96,34,219	1,38,52,074	2,08,20,972
Salt	tons.	359,691	404,017	425,843	57,53,643	71,74,941	78,78,508
Silk, Raw	lbs.	1,726,860	1,709,047	2,514,48[illegible]	71,15,704	76,20[illegible]34	1,12,58,462
„ Piece Goods (including silk mixed with other materials)	yards.	11,696,450	12,996,733	13,942,798	1,15,93,378	1,32,75,102	1,53,25,31[illegible]
Soap	cwt.	46,155	55,689	53,644	7,75,588	8,97,684	8,98,5[illegible]5
Spices	lbs.	51,229,494	41,432,068	40,139,316	69,48,612	66,18,356	82,00,[illegible]90
Stationery (excluding Paper). ...	value.	.....	.....	.....	18,23,552	19,38,878	21,0[illegible]064
Sugar and Sugarcandy, Refined ...	cwt.	1,429,377	1,579,152	1,557,592	1,71,25,173	1,95,62,233	1,86,12,630
„ Unrefined (Molasses, Goor, &c.)...	„	3,884	61,233	106,895	15,858	[illegible],14,853	3,82,698
Tea	lbs.	4,177,082	3,720,600	3,910,573	32,61,040	[illegible],50,817	29,23,293
Toys and Requisites for Games ...	value.	.....	.....	.....	11,23,750	[illegible]2,30,271	13,67,742
Umbrellas	Nos.	2,976,847	3,229,656	4,265,280	22,25,822	24,72,822	33,45,436
Wood, Timber	tons.	17,543	13,540	15,053	7,19,845	5,77,707	5,81,928
„ Other Sorts, including wooden-ware	value.	.....	.....	.....	3,11,361	3,60,585	3,90,066
Wool, Raw...	lbs.	2,849,911	3,251,707	3,712,881	6,96,243	8,04,257	9,79,584
„ Piece Goods	yards.	10,625,837	12,864,169	12,692,197	1,05,97,555	1,30,69,781	1,28,49,545
„ Shawls, Braids, &c.	value.	.....	.....	.....	24,95,548	32,18,310	28,24,000
All other Articles	„	.....	.....	.....	1,26,63,591	1,27,45,902	1,43,86,250
Total Value Rs....		.....	.....	.....	50,80,19,852	57,57,03,343	59,38,96,710

FOREIGN TRADE OF BRITISH INDIA.—EXPORTS.

Quantities and value of the Principal Articles Exported in the years ending 31st December 1885, 1886 and 1887.

ARTICLES.	Quantities.			Value.		
	1885.	1886.	1887.	1885.	1886.	1887.
INDIAN PRODUCE AND MANUFACTURES.				Rs.	Rs.	Rs.
Coffee ... ... cwts.	322,962	407,676	264,638	1,18,76,263	1,48,36,812	1,33,80,482
Cotton—Raw ... ... „	3,670,460	5,152,064	5,779,122	9,64,32,091	12,5,01,790	14,81,51,333
„ Twist and Yarn ... ... lbs.	74,016,455	91,712,377	106,934,147	2,62,11,504	3,2,99,347	3,88,41,651
„ Piece Goods ... ...yards.	53,254,305	52,587,947	66,436,214	85,90,074	86,87,932	1,02,44,627
„ Shawls, Hosiery, &c. ... value.	.....	.....	.....	6,92,348	6,40,879	7,41,797
Coir, Unmanufactured ... ... cwts.	11,620	11,633	8,834	78,951	67,086	56,570
„ Manufactured (excluding Cordage). „	197,273	218,275	166,458	17,51,485	20,47,318	14,42,834
Dyeing and Colouring Materials—						
Indigo ... ... „	158,565	119,323	152,233	4,30,95,728	3,29,38,798	4,23,87,183
Myrabollams ... ... „	640,472	706,892	638,7[illegible]	28,09,360	28,27,357	22,57,645
Cutch and Gambier ... ... „	231,821	210,079	228,36[illegible]	26,32,056	29,19,271	35,78,926
Other sorts ... ... „	163,994	207,806	203,619	12,77,418	14,93,099	11,35,994
Grain and Pulse—						
Rice in the Husk ... ... „	431,234	318,633	472,711	8,58,610	5,77,147	7,95,492
„ not in the Husk ... ... „	25,636,995	26,092,987	27,371,048	8,23,75,889	8,85,23,736	8,85,79,172
Wheat ... ... „	22,077,283	22,805,999	14,727,737	8,34,51,384	8,77,75,984	6,03,43,827
Other Sorts ... ... „	1,059,402	1,772,199	2,301,684	33,50,852	54,06,894	62,74,811
Hides and Skins—						
Hides ... ... „	882,867	850,613	683,965	3,17,43,627	3,07,69,852	2,59,84,739
Skins ... ... „	197,365	206,679	205,513	2,06,03,966	2,22,62,934	2,22,18,007
Jute—Raw... ... ... „	6,841,573	8,325,375	10,156,544	3,79,55,318	4,78,35,902	6,21,43,575
„ Gunny Bags ... ... Nos.	60,537,727	67,992,290	71,272,414	1,01,35,858	1,02,13,859	1,49,67,744
„ Cloth ... ... yds.	19,474,250	14,738,324	16,603,184	14,18,045	10,27,279	12,95,369
„ Other Sorts ... ... cwts.	3,101	2,614	4,781	25,001	24,855	50,687
Lac—Shell, Button, Stick, &c. ... „	159,783	139,585	161,844	61,04,068	51,46,883	54,51,184
Opium ... ...chests.	87,372	94,907	90,952	10,76,68,120	11,14,19,639	10,18,10,309
Oils ... ... gallons	4,314,033	3,867,946	4,041,937	47,06,801	43,75,275	45,67,936
Oils ... ... cwts.	51,032	51,317	46,822			
Provisions.... ... ... value.	.....	.....	.....	37,12,066	43,98,092	50,85,020
Spices ... ... lbs.	24,662,510	27,979,833	26,306,815	53,60,574	51,86,652	58,55,849
Saltpetre.... ... ... cwts.	444,666	359,671	405,700	40,82,490	33,43,392	38,35,508

Seeds—						
Linseed	„	9,942,218	9,058,783	7,763,056	5,72,65,820	5,44,25,144	4,57,52,474
Rape	„	3,777,290	2,897,866	2,086,908	2,08,01,781	1,56,12,829	1,17,13,826
Gingelly	„	2,486,392	2,092,666	2,587,511	1,74,87,511	1,38,92,601	1,74,10,038
Poppy	„	692,716	683,506	459,550	40,68,893	37,97,789	27,82,739
Castor	„	559,639	634,094	758,796	24,56,912	30,60,587	33,22,603
Groundnuts	„	682,758	869,214	1,[illegible]35,899	35,37,551	39,41,787	48,15,858
Other sorts	„	317,441	275,452	346,083	16,07,609	14,54,957	17,60,625
Silk, Raw...	lbs.	1,449,182	1,542,933	1,569,398	33,52,851	42,10,872	53,29,689
„ Piece Goods (including silk mixed with other Materials)	yds.	4,009,645	3,442,312	3,521,748	33,85,920	31,87,603	35,80,048
Sugar and Sugarcandy, Refined ...	cwts.	26,706	32,592	29,590	3,32,513	4,30,371	3,98,046
„ Unrefined (Molasses, Goor, &c.) ...	„	1,023,765	965,627	997,631	43,64,416	47,61,175	40,58,454
Tea	lbs.	69,767,428	76,737,823	88,938,631	4,34,44,349	4,65,00,571	5,26,43,689
Tobacco, (unmanufactured & manufactured).	„	11,896,440	12,903,854	10,891,349	12,62,869	13,79,876	12,55,369
Wood, Teak	tons.	59,687	25,059	33,874	66,54,922	24,94,771	29,19,382
„ Other sorts (including woodenware.)	value.	.....	.....	.....	6,08,006	7,95,617	7,70,711
Wool, Raw...	lbs.	20,592,341	25,773,404	23,159,906	76,58,520	99,95,966	92,04,568
„ Manufactures of	value.	.....	.....	.....	8,12,289	8,10,228	10,64,837
All other Articles	„	.....	.....	.....	1,68,39,141	1,80,28,974	2,02,83,760
Total Value Rs....		.....	.....	.....	79,49,41,820	84,49,29,782	86,05,45,189
FOREIGN MERCHANDISE.							
Cotton—Twist and Yarn	lbs.	1,117,360	1,284,727	947,878	7,21,637	7,91,748	6,06,6[illegible]0
„ Piece Goods	yds.	73,472,568	76,240,194	84,797,747	1,34,65,314	1,36,52,210	1,55,32,[illegible]28
„ Shawls, Thread, &c....	value.	.....	.....	.....	4,14,974	4,00,385	3,70,[illegible]77
Ivory, Unmanufactured	lbs.	261,444	333,635	340,451	12,81,651	17,15,895	18,05,079
Metals	cwts.	142,720	329,999	568,710	10,18,395	1[illegible],25,495	25,41,273
Silk, Raw	lbs.	104,282	110,161	118,474	3,71,499	[illegible],43,936	4,02,001
„ Manufactures of	yards.	369,876	416,847	455,149	3,30,289	3,80,164	4,37,446
Spices	lbs.	2,024,213	1,675,344	3,646,345	5,19,047	6,39,850	19,08,318
Sugar and Sugarcandy, Refined ...	cwts.	155,945	185,274	131,227	18,67,536	23,41,537	16,07,523
Tea	lbs.	874,273	1,568,216	1,496,024	8,90,331	13,18,828	13,11,944
Wool, Raw...	„	7,498,512	9,622,648	11,592,382	32,62,980	39,58,797	52,67,124
All other Articles	value.	.....	.....	.....	66,48,490	64,36,196	71,68,872
Total Value Rs....		.....	.....	.....	3,07,92,143	3,33,05,041	3,89,58,755
Grand Total Rs....		.....	.....	.....	82,57,33,963	87,82,34,823	89,95,03,944

APPENDIX NN.—*contd.*

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—IMPORTS.

Quantities and Value of the Principal Articles Imported in the years ending 31st December 1885, 1886 and 1887.

ARTICLES.	Quantities.			Value.		
	1885.	1886.	1887.	1885.	1886.	1887.
				Rs.	Rs.	Rs.
Apparel, &c. ... ... value.	.....	.....	.....	28,72,028	34,38,926	35,38,7[illegible]
Arms, Ammunition, &c. ... ... „	.....	.....	.....	4,42,094	4,08,532	5,18,373
Building and Engineering Materials... „	.....	.....	.....	3,59,404	5,87,036	4,95,312
Cabinetware and Furniture ... „	.....	.....	.....	2,61,397	3,04,967	4,45,594
Candles ... ... lbs.	762,028	1,173,084	873,646	2,71,232	3,91,626	2,57,064
Clocks and Watches ... ... Nos.	65,837	72,782	83,918	7,30,380	7,81,959	8,26,400
Coal, Coke and Patent Fuel ... Tons.	564,697	498,301	556,000	91,54,190	78,29,211	1,09,71,622
Cotton—Twist and Yarn ... ... lbs.	13,280,195	14,300,567	14,276,942	91,89,559	93,43,572	94,57,518
„ Piece Goods ... ... Yards.	562,969,320	710,759,484	532,380,741	6,53,56,667	8,28,17,805	6,53,90,574
„ Shawls and Handkerchiefs ... Nos.	12,094,412	12,553,839	9,898,716	13,30,212	13,15,687	10,76,186
Chemical Products and Preparations. value.	.....	.....	.....	11,69,630	8,06,457	8,50,283
Drugs and Medicines ... ... „	.....	.....	.....	15,08,916	18,19,369	15,92,193
Dyeing and Coloring Materials ... „	.....	.....	.....	15,06,060	16,95,765	23,08,675
Earthenware and Porcelain ... „	.....	.....	.....	5,87,577	5,78,100	6,89,920
Fireworks ... ... „	.....	.....	.....	4,07,088	5,08,891	3,84,777
Glass ... ... „	.....	.....	.....	25,81,476	29,92,637	28,97,915
Gums and Resins ... ... cwts.	35,106	35,202	39,833	5,07,712	5,18,843	7,59,447
Hardware and Cutlery ... ... value	.....	.....	.....	37,42,304	38,97,679	48,00,813

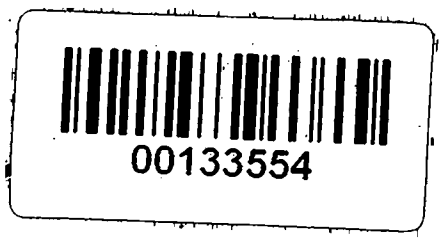
Hides and Skins						
Hides ... ... Nos.	7,059	9,913	41,430	40,489	64,725	1,82,857
Skins ... ... „	159,113	191,706	378,402	1,38,223	1,83,610	3,46,718
Instruments and Apparatus ... value.	.....	.....	.....	7,74,612	8,52,881	8,46,015
Ivory, unmanufactured ... ... lbs.	571,721	570,158	543,709	27,91,189	28,92,487	27,33,032
Jewellery, &c. ... ... value.	.....	.....	.....	18,89,506	17,03,297	20,97,948
Leather (including Saddlery, &c.) ... „	.....	.....	.....	8,37,847	7,76,260	7,23,968
„ Boots and Shoes ... ... „	.....	.....	.....	5,24,382	6,30,432	5,91,164
Liquors, Ale, Beer and Porter ...gallons	242,479	288,925	298,415	5,14,156	6,04,280	5,77,730
„ Spirits, Wines, &c ... ... „	404,016	403,263	405,625	27,28,805	26,64,463	29,13,333
Machinery and Millwork ... ... value.	.....	.....	.....	53,67,842	56,35,047	90,62,127
Matches, Lucifer and other ... „	.....	.....	.....	6,38,996	6,79,709	6,76,597
Metals ... ... Tons.	93,118	97,967	115,398	1,97,11,457	2,07,33,323	2,28,82,663
Oils ... ...gallons	7,774,261	6,288,872	6,565,582	34,72,441	31,59,155	34,76,120
Paints and Colors (excluding Painters' Materials) ... ... cwts.	70,052	59,592	75,582	7,11,339	7,48,617	9,27,915
Paper and Pasteboard ... ... value.	.....	.....	.....	19,91,581	17,83,097	19,39,817
Perfumery ... ... „	.....	.....	.....	3,26,035	3,72,203	2,26,981
Provisions ... ... „	.....	.....	.....	51,58,924	49,21,642	56,26,28[illegible]
Railway Plant and Rolling Stock ... „	.....	.....	.....	1,21,85,061	1,06,19,621	1,30,44,8[illegible]
Silk, Raw ... ... lbs.	1,384,530	1,550,992	2,146,952	55,79,690	68,19,663	88,96,[illegible]03
„ Piece Goods (including silk mixed with other materials) ... yards.	4,534,200	6,327,085	6,169,662	47,33,913	64,88,363	67,55,691
Spices ... ... lbs.	10,827,681	8,311,851	7,829,715	21,33,420	[illegible],85,747	36,64,308
Sugar, refined and unrefined ... cwts.	1,297,819	1,282,982	1,113,763	1,53,45,19[illegible]	[illegible]7,27,628	1,32,23,925
Tea ... ... lbs.	3,724,085	3,204,405	3,465,859	30,87,706	25,44,365	27,50,630
Tobacco, Cigars, &c. ... ... „	281,348	254,436	352,910	2,61,902	2,42,494	2,79,621
Umbrellas ... ... Nos.	943,541	1,084,731	1,378,063	8,46,243	9,32,493	12,16,319
Woollen Piece Goods ... ... yards.	4,738,788	5,771,374	5,405,620	47,67,609	57,91,734	53,53,010
All other Articles ... ... value.	.....	.....	.....	1,50,00,680	1,41,87,645	160,07,116
Total value Rs....	.....	.....	.....	12,35,37,168	23,42,82,043	23,42,84,470

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—EXPORTS.

Quantities and Value of the Principal Articles Exported in the years ending 31st December 1885, 1886, and 1887.

ARTICLES.	Quantities,			Value.		
	1885.	1886.	1887.	1885.	1886.	1887.
INDIAN PRODUCE AND MANUFACTURES.				Rs.	Rs.	Rs.
Coffee ... ... cwts.	31,206	32,735	21,517	8,23,423	8,44,766	11,04,529
Coir, unmanufactured and manufactured (excluding Ropes) ... „	47,780	25,432	31,820	3,71,720	1,76,746	2,42,567
Cotton—Raw ... ... „	2,733,834	3,946,013	4,078,522	7,35,55,194	9,96,93,385	10,82,47,126
„ Twist and Yarn ... ... lbs.	71,822,858	89,263,701	101,964,587	2,53,98,374	3,20,27,113	3,74,39,709
„ Piece Goods ... ... yards.	37,386,658	40,110,450	52,699,006	47,34,897	49,87,030	64,35,866
„ Shawls, Handkerchiefs, Hosiery, &c. ... ... value.	.....	.....	.....	2,42,360	1,71,236	1,86,918
Dyeing and Coloring Materials—						
Myrabollams ... ... cwts.	464,663	519,225	527,719	21,93,670	22,31,789	19,55,526
Other sorts ... ... „	35,280	48,750	51,431	11,25,069	24,05,003	14,85,924
Grain and Pulse—						
Rice ... ... „	497,768	620,097	727,224	23,53,084	28,98,481	33,10,026
Wheat... ... ... „	11,307,527	12,464,330	9,379,723	4,13,27,770	4,86,71,277	3,94,74,589
Other sorts ... ... „	446,861	973,361	548,278	14,19,887	30,23,394	17,25,077
Hides and Skins—						
Hides ... ... Nos.	755,600	348,609	191,428	23,09,646	12,93,953	8,15,886
Skins ... ... „	3,094,547	3,246,543	2,506,291	35,71,355	38,21,799	33,09,655
Oils ... ...gallons	107,363	114,379	151,438	2,84,848	2,90,685	3,24,699
Opium ... ...chests.	37,055	40,906	34,737	4,45,11,250	4,90,91,539	4,17,38,064
Seeds—						
Linseed ... ... cwts.	5,204,212	3,452,494	2,394,367	3,13,28,337	2,23,64,789	1,47,75,233
Rape ... ... „	1,745,995	1,461,226	1,054,950	96,42,624	78,05,235	61,16,205

Gingelly ... ... „	1,342,152	1,130,920	1,617,694	96,52,168	77,83,852	1,13,56,590
Poppy ... ... „	270,432	192,334	233,394	15,15,011	10,39,042	14,47,762
Groundnuts ... ... „	530,200	513,342	722,287	28,11,596	25,39,686	34,70,808
Other sorts ... ... „	222,195	375,408	423,008	10,57,238	19,61,350	20,93,480
Spices ... ... lbs.	6,110,110	5,780,141	5,257,551	15,99,788	14,53,029	12,72,605
Sugar, refined and unrefined ... cwts.	12,773	26,484	12,633	1,03,015	2,35,800	1,25,343
Tea ... ... lbs.	85,604	177,897	384,737	66,895	1,49,513	2,81,496
Tobacco, Cigars, &c. ... ... „	5,082,332	5,748,568	5,507,502	6,18,035	6,96,898	6,50,387
Wool, Raw. ... ... „	15,647,556	19,354,550	15,444,164	58,94,818	78,15,574	65,40,042
Woollen Shawls ... ... Nos.	6,833	7,258	10,481	2,78,734	3,10,152	3,81,847
All other Articles ... ... value.	.....	.....	.....	92,68,362	1,09,80,965	1,19,85,720
Total value Rs...	.....	.....	.....	27,80,59,168	31,67,64,081	30,82,94,383
FOREIGN MERCHANDISE.						
Cotton—Twist and Yarn ... ... lbs.	946,424	1,178,194	838,866	5,88,585	7,30,748	5,27,810
„ Piece Goods ... ... yds.	71,285,161	73,114,792	80,102,286	1,31,03,748	1,31,31,850	1,53,07,439
„ Shawls and Handkerchiefs ... Nos.	1,549,296	1,462,758	1,272,984	2,83,976	2,49,253	2,27,6[illegible]
Gums and Resins ... ... cwts.	33,144	21,121	21,592	7,79,855	4,51,474	4,60,[illegible]7
Ivory, unmanufactured ... ... lbs.	261,444	328,056	340,451	12,81,651	16,85,667	18,05,[illegible]79
Provisions ... ... value.	.....	.....	.....	10,18,408	8,11,168	9,[illegible],242
Silk, Raw ... ... lbs.	99,202	102,410	115,432	3,39,025	[illegible]09,708	3,84,815
„ Piece Goods (including silk mixed with other materials) ... yards.	347,019	419,736	445,709	3,12,19[illegible]	[illegible]3,71,456	4,19,278
Sugar, refined ... ... cwts.	159,331	183,884	128,158	18,43,685	23,22,161	15,67,184
Tea ... ... lbs.	874,017	1,567,452	1,495,142	8,90,138	13,18,503	13,10,967
Wool, Raw ... ... „	2,454,928	2,459,184	2,973,880	10,72,291	11,43,279	14,31,498
Woollen Piece Goods ... ... yards.	231,024	270,942	300,158	2,41,705	2,65,668	3,01,562
All other Articles ... ... value.	.....	.....	.....	45,97,958	52,85,815	64,81,434
Total value Rs....	.....	.....	.....	2,63,53,217	2,80,66,750	3,12,04,057
Grand Total Rs....	.....	.....	.....	30,44,12,385	34,48,30,831	33,94,98,440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